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The Literary Digest

(Title Reg. U. S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

JHGeorge Jan 11
1138 Benton st

FUNK & WAGNALLS COMPANY

New York London

Vol. 42, No. 19. Whole No. 1099
MAY 13, 1911
Price 10 Cents

Again a Doubled Demand for No-Rim-Cut Tires—10% Oversize

For you men who buy tires without full information, here are some facts to consider.

About two years ago the Goodyear No-Rim-Cut tire—our patented type—began to become the sensation.

Last year our tire sales trebled—jumped to $8,500,000—because of this tire's popularity.

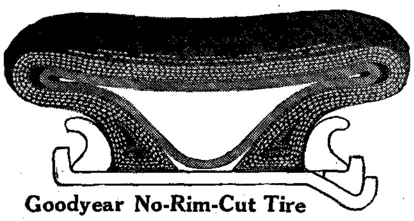
This year 64 leading motor car makers made contracts with us for No-Rim-Cut tires. More pneumatic-tired cars at the Shows this year were fitted with Goodyears than with any other make.

About 600,000 No-Rim-Cut tires have been sold to date—enough to equip 150,000 cars. The result of their use is this:

The demand for these tires is more than twice that of last year—six times that of two years ago.

Our enormous plants, with three shifts of men, are run full capacity night and day. Our daily output is 2,200 automobile tires. Yet we have not for weeks been less than $2,000,000 behind on urgent orders.

Don't you think you should know these tires?



Goodyear No-Rim-Cut Tire

The No-Rim-Cut tire fits the same rim as the clincher tire. Nothing at all need be altered.

The removable rim flanges are simply slipped to the opposite side when you change to No-Rim-Cuts. Then the flanges curve outward instead of inward. The tire when deflated comes against the rounded edge.

With the clincher tire, that hook-shaped flange curving inward digs into the deflated tire. That is what causes rim-cutting. See the pictures.

Hookless Tires

Goodyear No-Rim-Cut tires have *no* hooks on the base. They do not, like other tires, need to be hooked to the rim.

The reason lies in a patented feature. There are 126 braided wires vulcanized into the tire base.

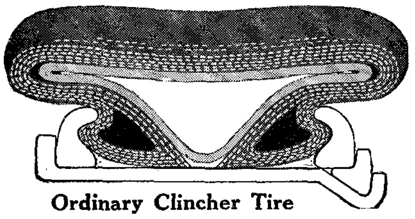
These wires make the tire base unstretchable, so nothing can force the tire over the rim flange. No hooks and no tire bolts are needed. It cannot come off until you remove one flange. Then it comes off like any quick detachable tire except that it does not stick.

This feature is controlled by our patents. Others have tried twisted wires—others a single wire. For all makers know that this type is desirable.

But our flat braided wires, which need no welding—which never can break or loosen—form the only practical way yet invented for getting rid of the clincher tire.

Tires 10% Oversize

No-Rim-Cut tires, as shown by the picture, begin to flare from the base of the rim. On account of this fact we can fit the rim and still make the tires 10 per cent oversize. And we do it.



Ordinary Clincher Tire

Ten per cent oversize means 10 per cent more air—10 per cent greater carrying capacity. And that with the average car adds 25 per cent to the tire mileage.

This oversize takes care of the extras—the top, glass front, gas tank, etc. It gives you ample carrying capacity where an ordinary tire would be overloaded at the risk of blowing out.

These two features together—No-Rim-Cut and oversize—under average conditions will cut tire bills in two. Yet these patented tires now cost no more than standard clincher tires. Their saving is entirely clear.

Our tire Book—based on 12 years of tire making—contains many facts you should know. Ask us to mail it to you.

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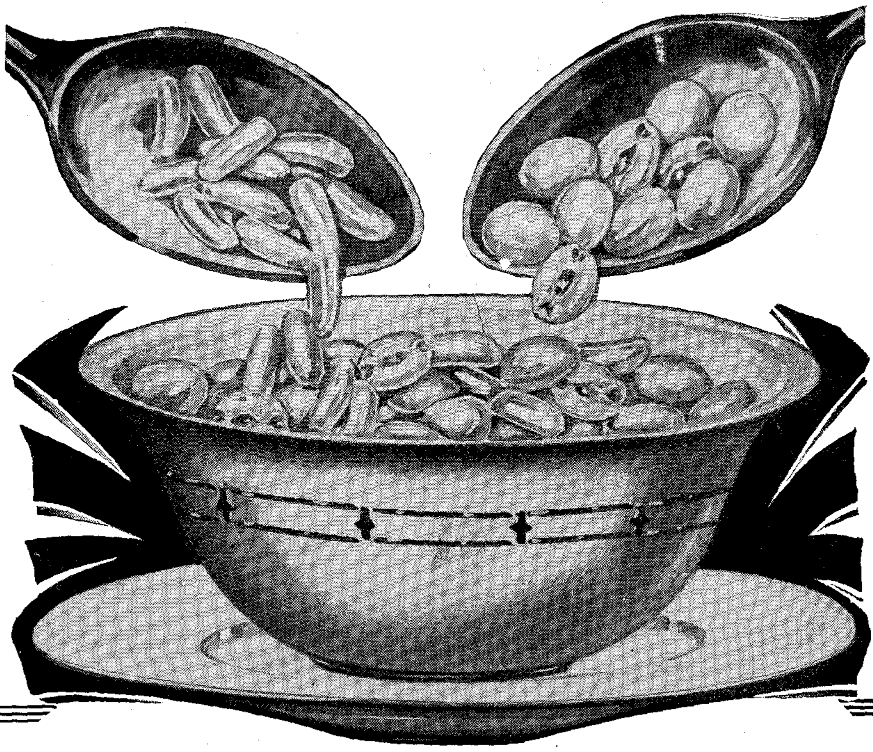

About Mixing Puffed Rice and Puffed Wheat

Some thousands of people say that Puffed Rice is the most enticing cereal food in existence.

Some thousands of others say that Puffed Wheat is better. It has more of a flavor—is more nut-like in taste.

Other thousands have found that the two foods mixed create the most delicious blend.

Some serve with cream and sugar. Some mix the grains with berries or bananas.

And all lovers of these foods serve them at times, like crackers, in a bowl of milk.

Where All Agree

Each user has his favorite grain, his favorite mixture, his favorite way of serving.

But do you know anyone who ever found a ready-cooked cereal which he liked any better?

One may like the Rice best, another the Wheat, another the two foods blended. One may like them in milk, one with sugar and cream, another mixed with fruit.

But four people in five, as proved by thousands of tests, like one of these puffed foods, served in some way, better than any other cereal food ever created.

Over 18,000,000 dishes per month are now being consumed by the folks who have found them out.

Puffed Wheat, 10c
Puffed Rice, 15c

Except in Extreme West

But Prof. Anderson, who invented these foods, was not aiming to make them delightful. He was aiming to make them digestible.

He conceived the idea of sealing up the raw grains in bronze metal guns. Then the guns are revolved for sixty minutes in a heat of 550 degrees. That heat turns the moisture in the grain to steam, and the pressure becomes tremendous.

Suddenly the guns are unsealed and the steam explodes. The grains are puffed to eight times former size. They are made four times as porous as bread. They come from the guns crisp, nut-like and brown.

But the main fact is this: Every food granule has been literally blasted to pieces. The digestive juices can instantly act. The whole grain is made wholly digestible without any tax on the stomach.

No other method—cooking, baking or toasting—has ever made cereals even half so digestible. No other method breaks half of the granules. This method breaks them all.

Like Toasted Nuts

Puffed Wheat and Puffed Rice suggest toasted nut meats. They are used like nuts in candy-making, in frosting cake, in garnishing ice cream. They are mixed with fruits to supply a nut-like blend.

You are missing more than you know if you haven't tried them. Tell your grocer to send a package of each, to learn how you like them best.

The Quaker Oats Company

SOLE MAKERS

(166)

THE INNER HISTORY OF A GREAT UNDERTAKING

It has from the first been the aim of the Publishers of the 11th Edition of the

Encyclopaedia Britannica

TO INDICATE CLEARLY TO INTENDING SUBSCRIBERS THE REASON OF THE COURSE WHICH IN THEIR OWN INTEREST THEY ARE INVITED TO PURSUE

The reader who contemplates acquiring the book will therefore be well advised in weighing carefully the following facts about the most extensive printing, binding and publishing enterprise in the history of books

A Pre-existent Demand—The demand for the Encyclopædia Britannica has always been principally determined by the indispensable character of the work rather than by the price at which it could be obtained. Its paramount position among works of universal reference during 140 years has given it the character of a common heritage of the English-speaking peoples—of one of the institutions of the race. In every English-speaking country, therefore, there is a well-defined section of the book-buying public who, basing their decision on their knowledge of past issues, will promptly acquire a new edition of this celebrated work whether its cost be $4.00 per volume or $7.00.

The demand from this source includes public libraries, institutes, universities, educational foundations, learned societies, schools, colleges, as well as a very large proportion of professional men comprising lawyers, professors, divines, scholars, government officials, naval and military officers, authors, technicians, engineers, doctors, journalists, etc., etc., to whom the Encyclopædia Britannica always has been a necessary passport to higher planes of professional efficiency in their respective vocations.

There is a second source of demand, latent rather than immediate, principally comprising those for whom no traditions, however authoritative, are final unless personally verified, and who require time to realize that the Encyclopædia Britannica, standing in a plane of authority and having a vastness of scope entirely its own, is the best work of its kind, and as such deserves a place in all intelligent households.

Having confirmed this fact for themselves they will acquire the book none the less surely because their appreciation of its merits is apparently less spontaneous because delayed.

A third source of demand is largely made up of possessors of old editions of the Encyclopædia Britannica or of other encyclopædias, who remain to have the fact brought home to them—in the present case—that the completion of the 11th edition has rendered every other work of universal reference obsolete and out of date. The last completely new edition was the 9th, the first volume of which appeared in 1875, and the last in 1889. Since then the advance of knowledge in every direction has been extraordinary and has surpassed anything of the kind in the previous history of the world. In every branch of science, industry and affairs such revolutionary changes have been wrought that an *entirely fresh survey of human achievement* such as is contained in the 11th edition was never more imperative than now, and in view of the lapse of more than 25 years no old edition has ever been so worthless as a faithful recorder of knowledge.

A NEW AIM IN PUBLICITY

Under such circumstances it was inevitable that the primary aim of the notices of the new edition which have appeared in all the principal magazines and newspapers in English-speaking countries during the last six months should have been not so much to *create a demand*, as to inform, develop and above all to *concentrate a demand which already exists* and which would ordinarily be spread over several years. The widest publicity was sought in order that the completion of a new edition—which was happily described by the *Daily Telegraph*, of London, as "an historical incident"—should be brought simultaneously to the attention of English-speaking people in four continents.

When, therefore, it was announced that *for the first time* the Encyclopædia Britannica had been produced simultaneously as a complete whole instead of volume by volume over a series of years; that for the first time the selection of the contributors had been regardless of nationality and solely on the ground of merit; that for the first time, by the subdivision of major articles, by the inclusion of thousands of new headings and by the device of a current index, the needs of the systematic student and of the occasional enquirer had been co-ordinately met in the same work, it was certain that a large class of book-buyers would quickly welcome the appearance of the new edition and at once register their applications.

A REVOLUTIONARY INNOVATION IN BOOK PUBLISHING

There was, however, one large factor of uncertainty, due to a remarkable innovation—the new format (volumes 1 inch thick printed on India paper)—which revolutionized the traditional size and appearance of the volumes of the Encyclopædia Britannica, and at once raised "book engineering problems" of an unprecedented sort.

(1) Would book-buyers approve of the India paper, and if so, what proportion of them?

(2) How many would refuse to be converted to the novel idea of large quarto volumes of 1,000 pages each, only 1 inch thick?

(3) Since the India paper volumes are, further to add to their "handiness," full bound in sheepskin and morocco with flexible backs, would the taste of the public still demand the stiff covers as of old, and if not, how many skins would it be necessary to contract for in advance to satisfy the demand for the flexible binding in sea-green sheepskin and dark red morocco?

These technical questions were further complicated by the fact that all of the India paper would have to be imported, none being made in this country, and that, both the sheepskin and morocco being made in England, it would be inadvisable to order them until it was approximately known in what percentage and in what quantities they would be required.

It was evident early in the history of the advertising that enormous quantities both of paper and of skins would have to be requisitioned. One set of the Britannica on India paper takes 60 pounds of paper and requires 15 skins for the binding. On the basis of a demand approximating 25,000 sets of a work in 29 volumes, a little calculation will show the unprecedented magnitude of the manufacturing problems with which the publishers were confronted.

Recognizing, in the first instance, the existence of a large demand and apprehending that it would run to many thousands of sets during the first six months, the publishers decided both in their own interest and in that of the subscribers to fix a low price per volume (in advance of publication), in order that by swelling the number of early applications they would be able to manufacture the first Edition of the new Encyclopædia Britannica intelligently, economically and rapidly. More than 21,000 applications have already been registered

SOME SIGNIFICANT STATISTICS

Statistics concerning the technical production of the new Edition of the Encyclopaedia Britannica are unusually interesting because they are quite unparalleled. A few of the most striking examples are here noted.

1. The number of "ems" of type in the 29 volumes is about 200,000,000.

2. The type if arranged together in one line would stretch across America from New York to San Francisco and one thousand miles out into the Pacific.

3. The type would weigh about 250 tons.

4. It is estimated that 100,000 pounds of ink will be required in the printing of the first edition.

5. The paper for the first edition alone represents ten million sheets, each sheet nearly 5ft. in length.

6. The pages of a single set measure six miles in length, and if all of the pages in the first edition were attached one to another, the strip would be sufficiently long to encompass the earth twice and still leave a margin of 10,000 miles.

7. In the sewing of the volumes it is estimated that one hundred thousand miles of thread will be used.

8. The number of skins required to bind 25,000 sets —725,000 volumes—is 375,000.

ECONOMY OF PRODUCTION ATTAINED BY MANUFACTURE UPON A LARGE SCALE AND UPON A KNOWN BASIS

The reason for offering special prices at all to prompt subscribers was purely a material one, the whole situation being governed by considerations of manufacture. In the early stages, it was necessary to discover at once the proportions in which copies were to be printed on India paper and on ordinary paper. To ensure economy in the purchase of skins, again, and in the business of binding, it was necessary to obtain a trustworthy estimate of the quantities required of the different styles of binding. The answer to these initial questions was supplied at a comparatively early date. Of the applications received 90 per cent. have been for the India paper impression, and, of these, nearly 80 per cent. have specified either Full Sheepskin or Full Morocco. On this assured basis, the tentative orders previously given to paper makers, tanners and printers were readjusted, and greatly increased, owing to the large number of applications received. (For example, contracts have been issued for the delivery of 2,000 tons of India paper—the whole world's output for a year—every ounce of which, or the American Edition, must be imported.) Thus the economics essential to the sale of the book at a low price were secured.

THE ADVANTAGE TO THE SUBSCRIBER

In the disposal of any commodity, assured sales of thirty or forty thousand in the course of four or five months must be more advantageous than sales amounting to the same total in the course of four or five years, and of this advantage the purchaser of the new Encyclopaedia Britannica secures the benefit by subscribing before May 31st. There is, indeed, no industry in which the economy of manufacturing upon a large scale is more evident than it is in the printing of a book, and manufacturing upon a large scale means, in this case, not only the printing of a large number of sheets, but also the printing of this large number in one run. All whose applications are posted before May 31st are entitled to the lowest price, because their orders, being received while the whole machinery of production is still in motion, will be executed as part of an unbroken series of operations.

Minimum Prices Until May 31st

As by May 31st The Cambridge University Press must know the total number of copies of the new Encyclopædia Britannica that will be required to fill orders at the lowest prices, from that date the special rates of subscription will be discontinued and the prices charged will be advanced by not less than $10 a set.

$4 a Volume (Cloth) for another Fortnight

Up to and including May 31st next (when the advance-of-publication prices must be withdrawn) applications will be accepted at the rate of $4.00 (India Paper $4.25) a volume (cloth) instead of $7.50, which will be the ultimate price of the new edition in its cheapest form, as it was the original price at which the volumes of the 9th edition were sold.

The work, in 28 volumes and Index, is in two forms :—

(1) On INDIA PAPER (very light and opaque) in Three Styles of Binding: CLOTH, FULL FLEXIBLE SHEEPSKIN, and FULL FLEXIBLE MOROCCO, the volumes each ONE INCH THICK (about 960 to 1,060 pages).

The India paper impression bound in either Full Sheep or Full Morocco is strongly recommended.

(2) On ordinary book paper in Three Styles of Binding: CLOTH, HALF MOROCCO, and FULL MOROCCO, the volumes each 2¾ inches thick (about 960 to 1,060 pages).

Illustrated Prospectus (40 pages), 56 specimen pages on India paper, four specimen plates and form of application showing the special advance terms, will be sent upon receipt of request.

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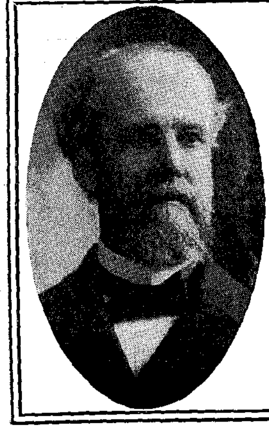

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THE TITLE OF THE COVER DESIGN is "Receiving the News." It is the work of Mr. F. L. Stoddard.

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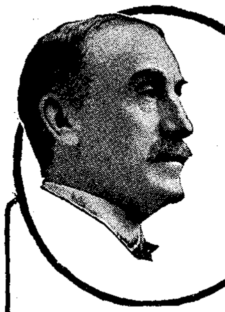
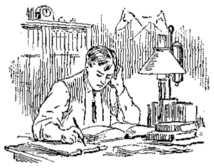


About Remembering

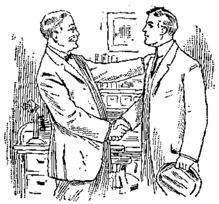
by Elbert Hubbard

Elbert Hubbard

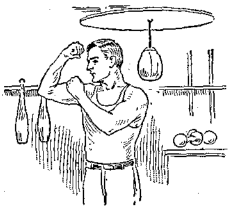
Without his notes he is helpless.



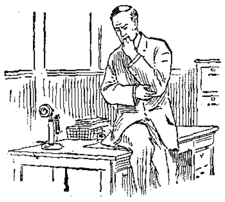
The Lessons you learn are rot unless you retain them by memory.



He never misses a face.



If you want to enlarge your arm, you exercise it. The same with your mind.



The man whose memory plays tricks.

The strong man who stammered, sucked air, gurgled ice water and forgot.

FOR some time I have been promising myself to write up my good friend, Mr. Henry Dickson of Chicago, and I have not forgotten.

Mr. Dickson is teaching a Science or System, which I believe is of more importance than the entire curriculum of your modern college.

MR. DICKSON teaches Memory.

Good Memory is necessary to all achievement.

I know a man who is a graduate of three colleges. But this man is neither bright nor interesting.

He is a dunce.

And the reason is that he CAN NOT REMEMBER. WITHOUT HIS NOTES HE IS HELPLESS.

He can not memorize a date or a line of poetry. His mind is a sieve.

EDUCATION is only what you remember. THE LESSONS YOU STUDY INTO THE NIGHT AND BABBLE ABOUT NEXT DAY IN CLASS ARE ROT, UNLESS YOU RETAIN THEM BY THE PROCESS OF MEMORY.

Every little while I come across a man who has a TRAINED MEMORY, and he is a joy to my soul.

He is the general manager of a great corporation in a Western city. HE NEVER MISSES A FACE. If he sees you once, the next time he'll call you by name and inquire about the folks at home.

He told me how he did it. He told me that he studied memory-training with Prof. Dickson of Chicago. Also, he said a lot of nice things about Prof. Dickson, that I hesitate to write lest my good friend Dickson object.

The Dickson System of Memory-Training is very simple. IF YOU WANT TO ENLARGE YOUR ARM, YOU EXERCISE IT. THE SAME WITH YOUR MIND.

You must put your brain through a few easy exercises to discover its capacity. You will be surprised to know how quickly it responds.

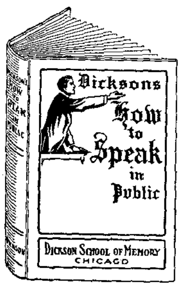
TO THE MAN OR WOMAN WHOSE MEMORY PLAYS TRICKS, I especially recommend that you write to Prof. Dickson to send you his literature. It will cost you nothing, and if the facts he sets forth do not convince you, you are not to be convinced. You do not know when you will be called to stand on your feet and tell what you know; then and there a trained memory would help you.

YOU'VE sympathized with the little girl who stuttered her "piece." But you've wept for THE STRONG MAN WHO STAMMERED, SUCKED AIR, GURGLED ICE-WATER, FORGOT, AND SAT DOWN IN THE KINDLY SILENCE. IN THE CHILD IT WAS EMBARRASSMENT, BUT IN THE ADULT IT WAS A BAD MEMORY.

Write today and ask Prof. Dickson to send you—without cost to you—his book, "How to Remember;" also full particulars how to obtain, gratis, a copy of his new book, "How to Speak in Public"—De luxe edition.

Address

Prof. Henry Dickson, 754 Auditorium Building, Chicago, Illinois



Dicksons How to Speak in Public
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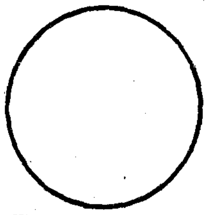
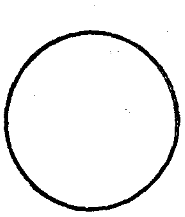
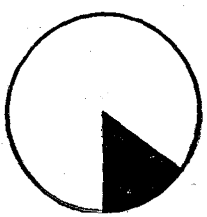


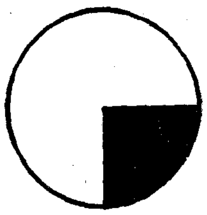
Niagara Average Flow, 222,400 cubic feet per second.



Ordinary Low-water Flow, 180,800 cubic feet per second.



Present Power Use, 34,000 cubic feet per second.



What Power Users Now Want, 56,000 cubic feet per second

TO the Real Owners of Niagara :

If you are willing to help in permanently preventing further injury to Niagara Falls, write or telegraph today to your Senators and to your Representative in Congress, urging the passage *unamended* of Mr. Burton's Senate Joint Resolution 3, continuing during the life of the Waterways Treaty the provisions of the Burton Bill. Get your friends to do likewise.

The Waterways Treaty with Canada has established a MAXIMUM limit of diversion from Niagara for power production of 56,000 cubic feet per second. This is 25 per cent. of the average flow and 30 per cent. of the ordinary low water flow. BUT the treaty puts no limit on the taking of water from Niagara "for sanitary and domestic purposes." There are power schemes now being pushed as drainage canals which would further deplete and more seriously injure the Falls.

FOR the Falls "have unquestionably been seriously injured by the diversions already made," says the report of the Chief of Engineers of the United States Army, and "additional diversions now under way will add to the damage."

(See appendix FFF, page 940, Report of Chief of Engineers, 1909.)

In places the American Fall is very thin. The Bridal Veil is considerably lessened in volume. West of Terrapin Rock hundreds of feet on the brink of the American part of the Horseshoe Fall are barely covered. Portions of the Rapids are much less impressive. One great power-house, right at the foot of the Horseshoe Fall, has been doubled in length.

THE Burton Bill, passed by Congress in 1906, and extended in 1909, was more than fair to the power companies. It gave them all the water they could then use, or were actually preparing to use. It did not stop a single wheel, nor check any going enterprise. ☞ IT EXPIRES June 29, 1911.

Seizing the opportunity, the power companies insist that they must have at once the full maximum limitation under the Treaty, which would INCREASE THE DRAIN on the already "seriously injured" cataract by SIXTY-EIGHT PER CENT BEYOND PRESENT USES. They also want all limitation removed on the transmission of power from Canada. The reason is plain. At average present rates, their INCREASED INCOME from the water they want to take FROM THE GLORY OF NIAGARA would be OVER FIVE MILLIONS OF DOLLARS ANNUALLY.

NIAGARA as a world wonder draws 1,000,000 visitors each year, who spend fully twenty-five millions of dollars there and on the way. This vast travel income will increase if the Falls remain as a great spectacle. It would surely be bad business to destroy the source of such an income!

Permanent protection of Niagara against further depletion for private power advantage can now be secured if the people, who actually own America's greatest scenic possession, will act promptly and with vigor upon the members of the Sixty-second Congress, now in special session.

Write for further information to the organization that first called President Roosevelt's attention to the national ownership of Niagara, that pushed the Burton Bill through Congress, and that now stands against the aggressions of forty millions of power-company capital. Send us copies of all letters you get from Senators and Congressmen. Use a little of your time and a dozen two-cent stamps to protect your own interest in, and ownership of, Niagara Falls.

J. HORACE McFARLAND, President
RICHARD B. WATROUS, Secretary
WILLIAM B. HOWLAND, Treasurer

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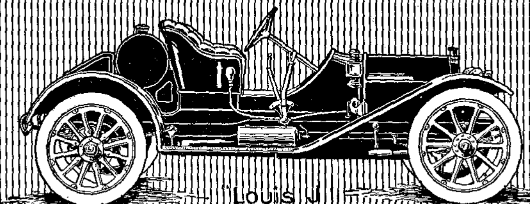
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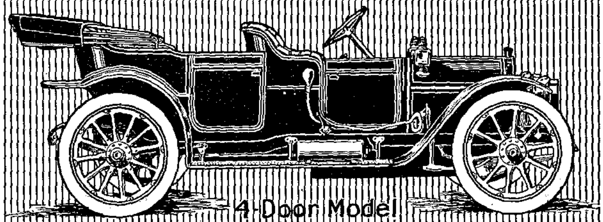
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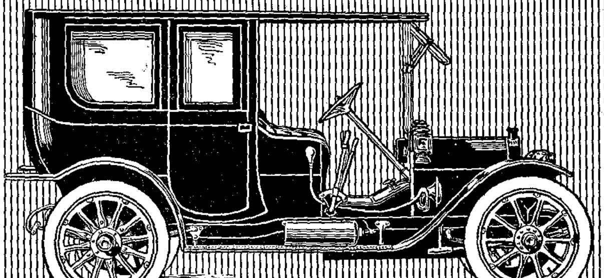
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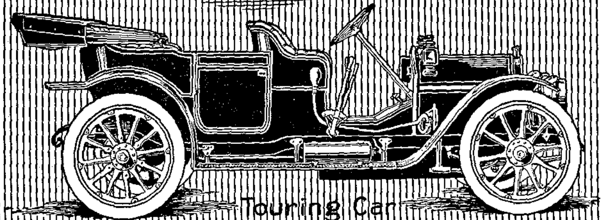
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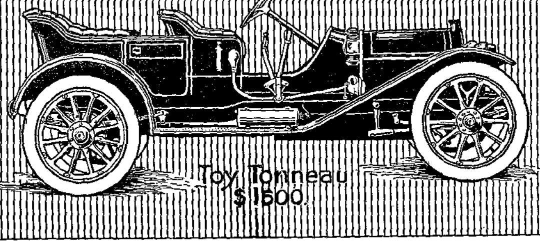
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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres.: Adam W. Wagnalls, Vice-Pres.: Robert J. Cuddihy, Treas.: Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XLII., NO. 19 NEW YORK, MAY 13, 1911 WHOLE NUMBER 1099

TOPICS OF THE DAY

TRAPPING OHIO LAWMAKERS

ABOVE a doorway in a Columbus hotel hangs a picture of a boy interrupted in the pleasant occupation of robbing a crow's nest by the sudden swooping attack of the old birds. The picture bears the title "Caught in the Act." To this room, it appears, certain unsuspecting Ohio Senators and Assemblymen have been for weeks in the habit of resorting for the purpose of quoting the market price of their legislative votes—ranging from $200 to $500—to three Burns detectives disguised as lobbyists, while behind the door a dictagraph recorded every incriminating word. Whether the title of the picture had any psychological bearing upon the event we are not told, but finally one of the legislators became uneasy and caused the arrest of the supposed lobbyists on a charge of bribery. Then the three detectives stept forward with the evidence they had collected, and the country found itself gasping over another legislative scandal. "Never, in all my long experience in hunting down graft," declares Detective W. J. Burns himself, according to a Columbus correspondent of the Toledo *Blade* (Rep.), "have I discovered such rotten conditions or obtained such a mass of evidence." Attorney-General Hogan, another dispatch tells us, asserts that the revelation involves about fifty members, and he believes there is enough evidence to send half that number to the penitentiary. Indictments are being found by the Franklin County grand jury, and in the mean time both Houses of the Ohio legislature have passed a bill making the penalty for selling legislation in that State at least ten years in the penitentiary.

It was only after the corruption of some of the members of the Ohio legislature had become notorious, declares Detective Burns in a statement to the New York *World*, that a committee of prominent citizens took it upon themselves to employ his agency to turn on the light. That the developments are not altogether a surprize in Columbus is admitted by *The Ohio State Journal* (Rep.) of that city, which remarks that the prosecutor will now be expected "to do his duty with vigor and courage." And the Columbus *Dispatch* (Ind.) concurs in the following words:

> "The legislative bribery charges can be a surprize to nobody who has observed the course of events throughout this session. The disposition of members to break campaign pledges to the people has been notorious and, in the case of measures proposed and advocated for the public good, there has been obstruction which could not be explained adequately except as the result of improper motive or corrupt design.
>
> "The story of the detectives, which, of course, has yet to be substantiated, offers the most credible explanation of the situation. It will account for many of the hold-ups in the legislative program—the failure of the uniform text-book bill and the tampering with the utilities measure and others. It offers a sane, if humiliating, explanation of the conduct of a number of members which has become a public scandal; and it is in harmony with common comment of street and lobby that there are men in this legislature who prostitute their office by selling themselves to all comers. . . . . . .
>
> "The present need is for a probe that shall sink deep and without mercy into the corruption the detectives have located."

Among other Ohio papers commenting in the same tone are the Cleveland *Leader* (Rep.) and *Plain Dealer* (Ind. Dem.). Says the latter paper:

> "There is no longer any doubt that the bribery investigation at Columbus will be one of the notable political scandals of a generation that has not been lacking in notability of this kind. Ohio can not come out of the mess wholly unsmirched, but by bringing to punishment every guilty man the State may suffer less in loss of good name than have other commonwealths placed in similar plight. . . . . . .
>
> "The security of American government demands that the legislative bribe-taker be handled without thought of mercy. There can be no confidence in government as long as there is suspicion of corruption, and lack of confidence in a governmental system logically tends toward anarchy. The safety of society as well as the honor of the State makes imperative a prosecution that shall leave no loophole for suspicion of laxness.
>
> "Altho the proceedings will have no national bearing, they will be watched with great interest by the nation. The disgrace of one of the States is indirectly the disgrace of all. Moreover, the indications are that so many individuals will be implicated that the case will assume a magnitude not often equaled. As has often been remarked in cases of this kind, Ohio is itself on trial, and must prove its innocence by punishing the guilty."

Turning to papers outside the State we find the Brooklyn *Eagle* (Ind. Dem.) remarking pessimistically that the Ohio legislature "doesn't differ much in its ethical ideas from the legislatures of other States," because in practically all of them "bribes, disguised or undisguised, are taken by a percentage of the members to push legislation or to kill legislation." "The State legislatures are everywhere used to a greater or less extent by mercenary men," declares the Hartford *Times* (Dem.), "who obtain seats in such bodies to exact bribes from business men for exemption from vicious State interference." And the same paper adds: "This method of gaining wealth is now a vast American industry, carried on more ruthlessly in some States than others. Nowhere, probably, are the occupations of the

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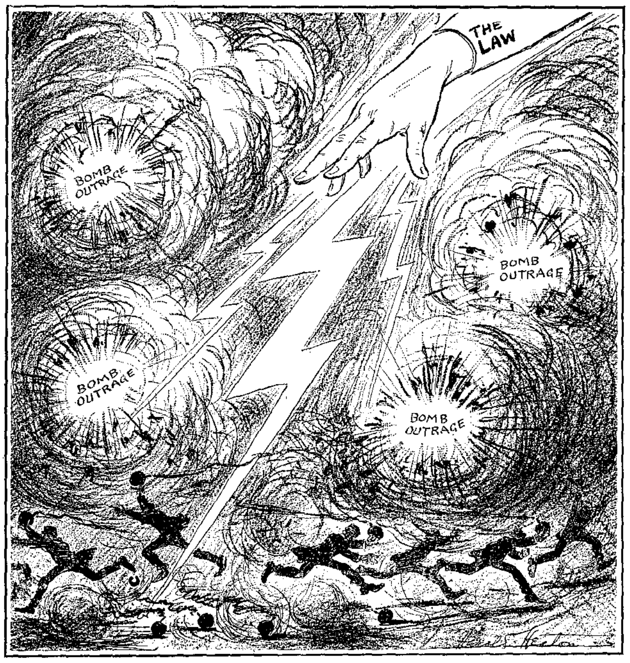
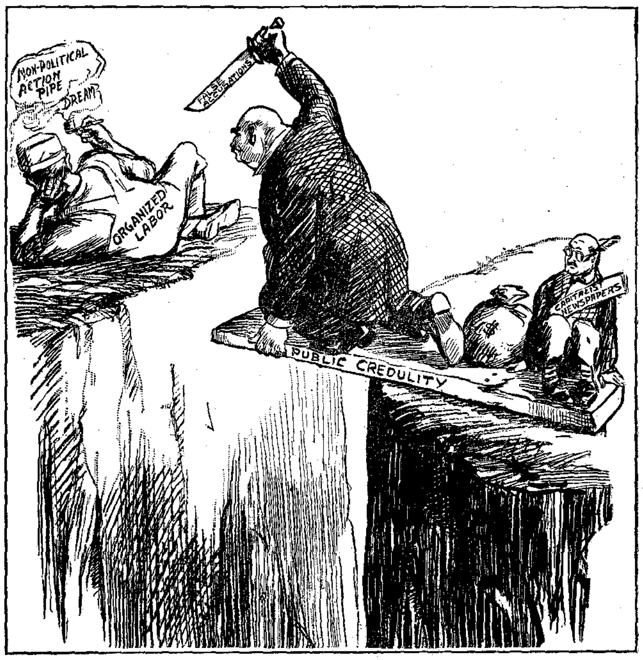


LET NO GUILTY MAN ESCAPE!

—Heaton in the Chicago *Inter Ocean*.



WHILE THE WORKER DREAMS.

—Sloan in the New York *Call*.

TWO VIEWS OF UNIONISM AND DYNAMITE.

legislator and the highwayman more successfully combined than in the Ohio State capital." The New York *World* (Dem.) points out that such corruption almost always, even as in the present case, involves not only the party in power, but the minority party as well, and that therefore any effective effort to crush it must be non-partizan. "There are enough honest men everywhere to break the strangle-hold of corruption," it urges, "but they must act together." Several papers suggest that the revelations will advance the political stock of Governor Harmon, whose measures have been constantly stranding on mysterious shoals of opposition in the present legislature.

The New York *Times* (Ind. Dem.) raises what seems to be a solitary protest against the methods used to uncover this Ohio scandal. "To induce men to commit crime in order to catch them at it," declares this paper, "is not a method of detective procedure that is approved in this country." Further:

> "If the detectives have evidence that others than themselves have bribed members of the Ohio legislature, they may justify their labors and make out a case. That does not appear. According to the published statements, they have made themselves suborners of bribery. Subornation of perjury is in this State a felony punishable by twenty years' imprisonment. How the methods of Mr. Burns's detectives will be judged under the laws of Ohio and by the courts of Ohio remains to be seen, but we can not believe that Governor Harmon is overjoyed at the results of the proceeding undertaken in his behalf by his friends."

This method amounts to "fighting the devil with fire," admits the Brooklyn *Eagle*, "but past experience has shown that he can not be fought effectively without fire." "If the Ohio idea is extended to other States," the Brooklyn paper adds, "it may go far toward revolutionizing the way in which State laws are made." "If some of the representatives of the people of Ohio are ordinary grafters," remarks the New York *Globe* (Rep.), "the way in which they were caught is of minor importance." The sale of the delegated power of the people to the highest bidder, it goes on to say, "is nothing less than treason."

The accused Ohio legislators, dispatches tell us, deny the charges against them, in many instances explaining their dealings with the supposed lobbyists by saying that they were acting with the expectation of trapping the trappers, and with no illegal motive. The remark of one of the detectives when arrested at the instigation of Dr. George S. Nye, a Representative from Pike County, was: "The doctor didn't get wise quick enough."

MISGIVINGS ABOUT MEXICO

HAS ANARCHY now gathered such headway in Mexico as to baffle even the united power of Diaz and Madero? This ominous question seems to have suggested itself to many an American editor as he compared the rose-colored daily dispatches about the peace negotiations with the contemporaneous reports of battles, brigandage, the murder of foreigners, and warnings to Americans to take their families out of the country, which continued to pour in from various sections in spite of the fact that an armistice had been officially proclaimed by both sides. Thus "the most sinister phase of the situation," in the opinion of the Cleveland *Leader*, is "the swift sliding down into brigandage, the easy relapse into chaotic and anarchistic conditions, and the lack of any informed and resolute public opinion in a grave crisis." These things, says the Cleveland paper, "cause deep distrust of the capacity of the Mexican people for orderly and efficient self-government." The gravest fact revealed by the civil war, it goes on to say, is "the incompetence and demoralization, not merely of the Government, but of the people behind the Government."

The Philadelphia *Inquirer* is also moved to doubt whether there is on either side "any one man with enough energy and ability and strength to take hold of the situation and to hold in check the forces of destruction which are being allowed to get so absolutely out of hand." There was a time, it adds, when General Reyes could have saved the day, but that time, it fears, has passed. "It is now certain that the situation is beyond the control of any party," reported a Mexico City correspondent of the New York *Times* on May 3; and he went on to tell of a condition of anarchy prevailing in the interior of the States of Puebla, Morelos, Guerrero, Durango, Sonora, and Coahuila, "and in sections of nearly every other State in the Republic, with the exception of Oaxaca and Chiapas and the Federal District." But "this may be," he added doubtfully, "the proverbial darkness before the dawn." From the editorial columns of the same paper we learn that "business throughout Mexico is practically suspended, smelters are idle, factories

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INSURRECTOS PREPARING TO BURN A BRIDGE. AFTER THE BRIDGE WAS BURNED.

TRAVEL MADE DIFFICULT IN MEXICO.

The problem of restoring order in Mexico is complicated by the widespread wrecking of railroads and cutting of telegraph wires.

shut down, railway communication hampered by the destruction of bridges, and telegraph wires cut." "Mexico is indeed in a perilous state," declares *The Times*. Among other papers which find the Mexican situation peculiarly disquieting are the New York *Journal of Commerce* and *Wall Street Journal*, the New Orleans *Picayune*, and the Philadelphia *Record* and *Public Ledger*. The last-named paper explains that our Southern neighbor is now reaping the fruit of "the anomalous position which it has held during the entire Diaz régime." Thus—

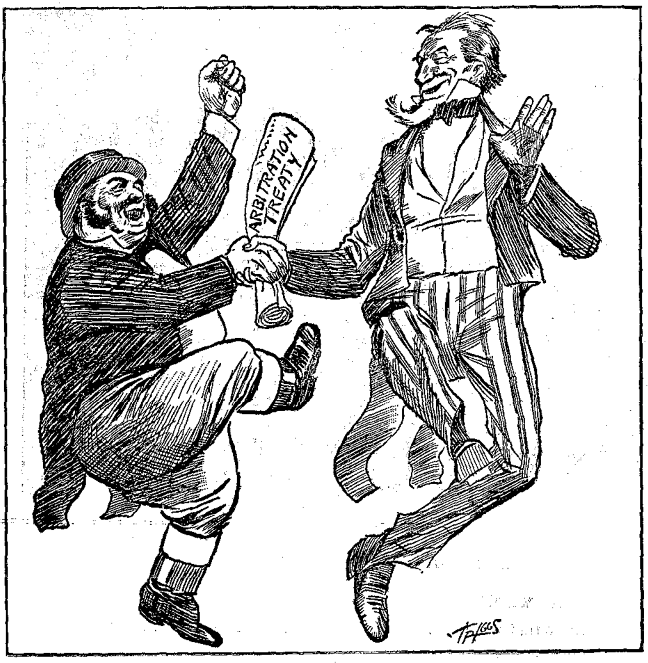
> "Mexico has prospered amazingly under the strong control and guidance of a military despot, but, having been given the name without the substance of freedom and self-government, there has been little or no opportunity for the training of the people in the exercise of liberty or in the practise of self-rule. It has been a Republic in name only, a federation of States which knew not the reality of local self-government nor even the meaning of the term 'federation.' The result has been that dissent has been left no recourse but revolt, no form of protest has been open but that of war against the constituted authorities.
>
> "Thus it has come about that Diaz, who deserves well of his people if ever a modern autocratic ruler can be justified in his autocracy, is ending his career rejected and condemned by his people, a sorry ending to a life of labor for the establishment of order and prosperity in his country. He will leave but a poor foundation upon which to build a new superstructure of government based, as it must be to a great extent, upon Latin ideas of political economy and administration. American methods may, in time, filter through and secure acceptance in Mexico, but that is not going to be a matter of a few months or years. Unless the followers of Madero develop totally unexpected powers of organization and direction, or unless they contemplate no more than the substitution of new actors on the stage, new agents to pull the strings of the marionettes to be set up, Mexico may look forward to a long probation in leading strings, and the United States to a prolonged tutelage which will test the patience, ability, and good faith of its Government."

Perhaps, suggests the Springfield *Republican*, "democracy must still wait on that development of a middle class in Mexico, whose absence has created the most difficult of the nation's political problems." The New York *World*, however, thinks that the ability for self-government will follow closely upon the heels of free speech, which "has been the beginning of liberty in all lands." Yet Washington is troubled, according to a dispatch from that city, by fears that the United States may even yet be forced to intervene. To quote this correspondent:

> "The system of law and order is disrupted, and the Mexican Government is almost in a state of liquefaction.
>
> "Despite the fact that this all points toward the ultimate necessity of intervention by the United States for the restoration of order and the establishment of a stable Government, President Taft is still hopeful that something may develop which will avoid this eventuality. He reiterated this evening what he has said several times recently—that he will not order any troops into Mexico on his own motion and that Congress will have to direct intervention before any step toward it is taken by him. The President is extremely loath to take such action, and will not discuss it even as an ultimate possibility further than to declare that it will not be undertaken except on the direction of Congress."

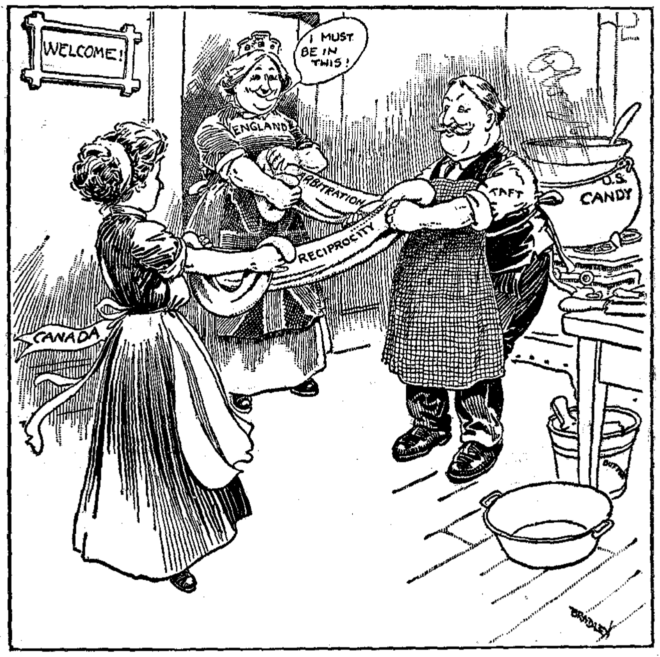
"Unbelievable pressure," declares *The Wall Street Journal*, "is being brought to bear on the Administration, on Congress and on newspapers to bring about such intervention, and the motives for such pressure are of the most sinister character." It goes on to say:

> "About all that a Mexican hates worse than an American is two Americans. The fact is there, and it is as well to recognize it, because it means that every Mexican would join arms in resentment at American interference. We could unquestionably settle the domestic differences in Mexico; but we would have a job on our hands which would make the campaign in Cuba look like a summer picnic. The only parallel in modern history would be the British intervention in Egypt in 1882, with its tremendous chain of consequences. Nothing could be easier than getting into Mexico. The problem of getting out again would appal greater administrators than this country has ever produced.
>
> "This ought to be obvious, but self-interest will blind itself to anything. Our investments in Mexico are unquestionably large—probably twice as large as even those of Great Britain. They include mines, railroad concessions, and other valuable developed and undeveloped projects, to say nothing of banking interests of a most extensive character. . . . . . .
>
> "Added to these influences are the manufacturers of warlike stores of all sorts, who would revel in an opportunity to supply the United States on terms like those extorted during the Spanish War. They know, if the public does not, that it would take a quarter of a million American soldiers to occupy Mexico effectively, with all that this implies.
>
> "Besides this, the inevitable political complications with other countries are to be feared. Every Latin Republic to the South would be in a blaze. The temptation for European infringement of the Monroe Doctrine, with the hands of the United States tightly tied in Mexico, would be enormous. As for the cost of such intervention, the military part of it might be represented by the land operations of the Spanish War multiplied by ten; while an indefinite occupation of Mexico would make the millions spent upon the administration of the Philippines look trifling by comparison.
>
> "The condition is critical, and every lover of peace and good order should be alert to seize the first wretch who attempts to throw a match into such a powder magazine."



THE NEW JINGOISM.

We don't want to fight, and by jingo, since we don't,
We've got the money, men, and ships, but you can bet we won't!
—Triggs in the New York *Press.*



THE INTERNATIONAL CANDY-PULL.

Whee! Isn't he getting popular!
—Bradley in the Chicago *News.*

ENTANGLING ALLIANCES.

ECHOES OF '61

ONE BY ONE, the opening events of the Civil War are being reviewed in the columns of the daily and weekly press, as the successive semi-centennial days pass. The fiftieth anniversary of the firing on Fort Sumter, on April 12, and the recurrence of the Confederate Memorial Day on April 26, in this year of fateful anniversaries, were especially productive of editorial musings on the days gone by. In all the comment is to be noticed a tone of rejoicing that the scars of the war are now being healed, that, as the Cleveland *Leader* puts it, "the men of the South and those of the North are more thoroughly brothers than they ever were." The Southerners, thinks this paper, "while recognizing the fact that the fall of the Confederacy has resulted in untold good to them and that the North had no option but to do all in its power to bring it about, are still firm in the belief that the men who led in the secession and fought for it were animated by loyalty to what the past of their section of the country and the circumstances then existing convinced them was a just cause"; and "the North is beginning to see the situation in the same light."

In the South the New Orleans *Picayune* "regards that tremendous conflict as a necessity to weld together in an indissoluble whole the discordant and hostile sections of a Union in which had long been developing the seeds of discord and dissolution":

"The heat engendered and the mighty blows that were struck reunited the dissevered sections with a completeness and solidity that had not previously existed and created a nation fitted for the mighty and world-dominating destiny it will be required to fulfil."

In its Memorial Day issue the Atlanta *Constitution* bears glad witness to the fact that "the keynote of sentiment in the South, as in the North, is reunion, fraternity," and continues:

"The peace of Appomattox left the South in the abyss.

"Not only had the tragedy of struggle taken toll of the South's best blood, stript the South of its accumulated wealth, and laid mortgage upon the sources of new wealth—

"It had, as well, turned topsy-turvy our social, economic, and political systems.

"The South was left to work redemption out of chaos, to build a new structure upon the smoking débris of the old—and in larger part the task lay in making bricks without straw. . . .

"The men of the dominant Southern generation can not know the depth of their obligation to those heroes who lie sleeping, and to those others yet with us as wan reminders of an epic.

"To both may justly be applied that scriptural meed, 'these are they which came out of great tribulation.'

"And we are their legatees, the inheritors of a more tremendous and finer civilization, whether reared upon the bravery of a thousand battlefields or upon the equal bravery that faced reconstruction's abomination of desolation.

"No people in history may match the traditions they bequeath us, as no nation in history can match the reunited and irresistible power of the nation which is now our common heritage.

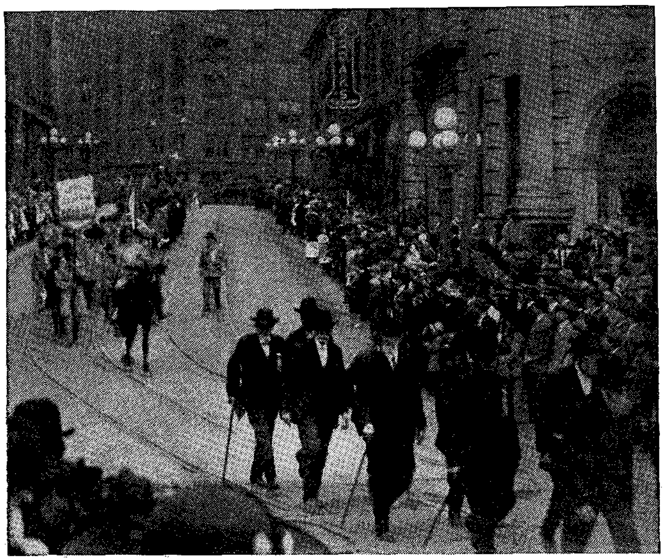
"Let us hope it is of divine significance that as we celebrate our Memorial Day in the year of tercentenaries, the world speaks and thinks more kindly than ever of peace wherever the sun shines."

Apart from its wonderful material prosperity, "or shall we say in part because of that prosperity," the South, declares the Charleston *News and Courier*, is "again coming to occupy its rightful place in the councils of the nation."

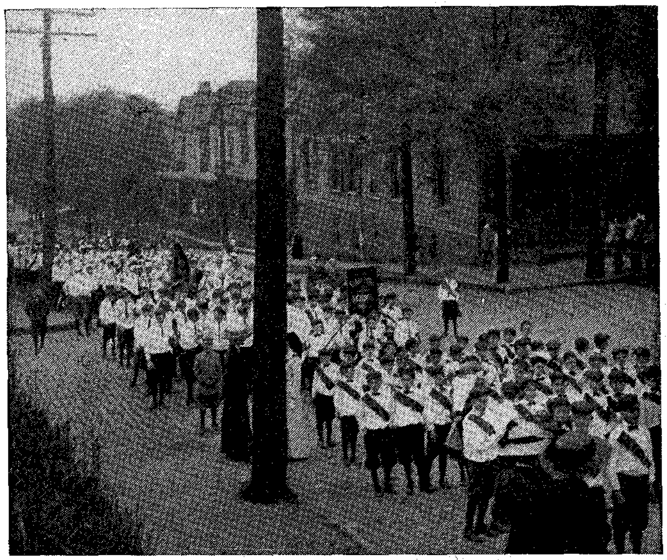
"True, the South has not produced since the war which laid her waste statesmen of the type which were her pride during the earlier portion of the country's history. Statecraft in those days was the chief thought of the Southern gentleman. If our strong men have found other things to occupy their attention in these latter years, that is not a matter to be wondered at. Once again, however, the opportunity for service is being opened to us, and with the opportunity there will arise men fitted to seize it. A Southern man is Speaker of the House of Representatives. A Southern man is leader of the majority in that body. A Southern man is leader of the militant minority in the Senate. A Southern man and a soldier of the Confederacy is Chief Justice of the Supreme Court. A Southern man may be the next President of the United States."

The great gain of the Civil War, according to the New York *Tribune*, which under Horace Greeley was the great molder of Republican opinion at the North in the '60's, was a unified country. It adds:

"But the South's special compensation was the destruction of the antiquated industrial system for whose preservation it had fought. In the Southern armies it became a common saying that, so far as the South was concerned, it was 'a rich man's war and a poor man's fight.' The poor whites, disregarded in the South's economy, bore the burden of its struggle to preserve slavery, and the breakdown of the Confederacy



SURVIVING HEROES OF A LOST CAUSE.



THE RISING GENERATION HONORING THE CONFEDERATE DEAD.

THE OLD SOUTH AND THE NEW—CONFEDERATE MEMORIAL DAY IN ATLANTA.

emancipated them more completely than it emancipated the negroes. The progress which the South is now making is due largely to the social upheaval following the war, which brought the non-slave-owning white element to the front and gave it at last an outlet for its long dormant energy. South Carolina and the other cotton States can be profoundly grateful that the era of the patrician cotton-planter, archaic and wasteful, has yielded to the era of the cotton-manufacturer, with its diversification of industry, fuller utilization of labor, and constant creation of new wealth.

"Charleston went wild with enthusiasm fifty years ago over the distinction of having helped to fire the first shot at Fort Sumter. The other day in advertising its claims to attention as a rising metropolis it boasted of being the seat of a Federal navy-yard and the headquarters of a Federal coast artillery district. What more convincing evidence could be given that fifty years have healed the scars of the great combat of 1861–65 and brought a universal acquiescence in its hard-won results?"

ARE THE RAILROADS STILL REBATING?

REBATING, once the railroads' besetting sin, has in a few years' time come to be looked upon as almost as much of a commercial anachronism as piracy on the high seas. Both President Roosevelt and President Taft have assured us in official communications that the practise has been wiped out, and the very railroads which opposed the passage of the Hepburn Law have not only echoed this assurance, but have exprest relief because the big shippers could no longer exact from them this form of blackmail. Thus for four or five years the ordinary shipper and the general public have been lulled into the belief that this weapon, whose efficacy in crushing competition had been conspicuously demonstrated by such concerns as Standard Oil and the Meat Trust, was not only outlawed by statute and by public opinion, but was actually laid on the shelf to rust. As the Indianapolis *News* remarks, "an innocent and trusting people had supposed that the rebating evil had disappeared entirely."

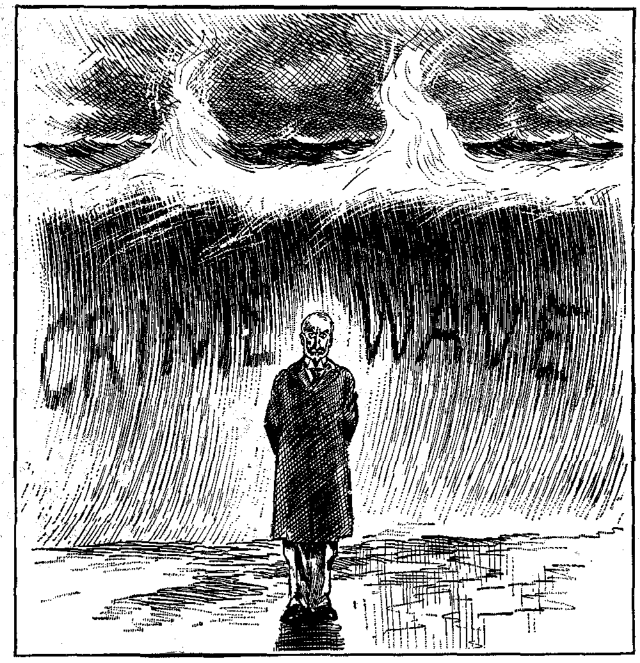
It is therefore with something of pained surprize that the papers comment on the indictments recently found at Cleveland against certain railroad companies, dock companies, and shippers of iron ore, together with individual officers of the corporations, for granting or accepting rebates from the schedule rate for ore-carrying. These indictments number thirteen, on a total of 110 counts, and the four railroads involved are the Pennsylvania, the Lake Shore & Michigan Southern, the Bessemer & Lake Erie, and the New York, Chicago & St. Louis. The individuals indicted are Dan R. Hanna, and R. L. Ireland, president and second vice-president of the M. A. Hanna Company, one of the largest iron ore, pig iron, coal, and coke companies in the country, and D. T. McCabe, fourth vice-president of the Pennsylvania Railroad. The other defendants are dock companies operated by the four railroads. The Government's case, according to W. L. Day, United States District Attorney, covers a period of six years and may result in fines amounting to several million dollars. It will probably not come to trial, he adds, before the fall term of court.

While indictment by a grand jury "is not to be regarded under our law as raising a presumption of guilt," remarks the New York *Journal of Commerce*, yet "the investigation of ore transportation methods on the lower lakes has been going on for several months under the direction of a Federal district-attorney, a direct representative of the Attorney-General and special counsel, and it seems likely that the case has been carefully prepared with reference to final proof before a jury." If the charges are sustained by proof, says this commercial paper, "an example ought to be made of those guilty, as a deterrent to others." And it adds:

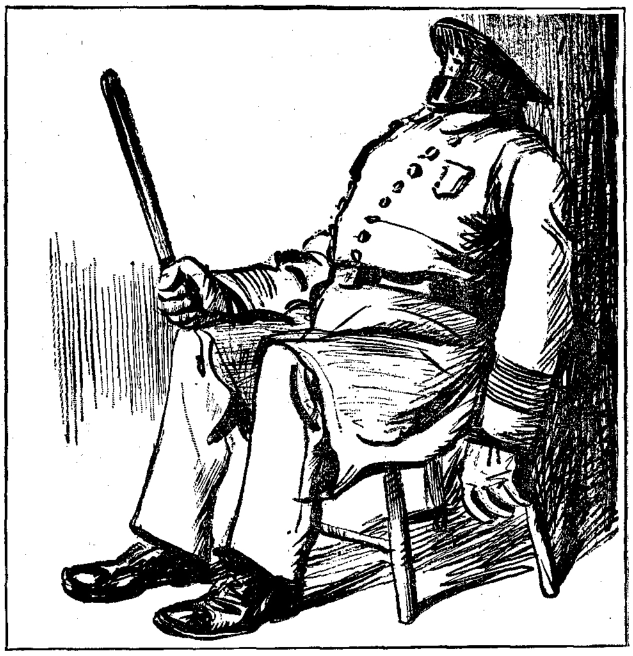
> "As it is the duty of decently conducted labor organizations to denounce crimes and violations of law committed for the supposed benefit of union labor, and to aid in their exposure and punishment, so it is not only the duty but the wise policy of reputable and honorably managed corporations, most of all railroad corporations acting as common carriers in interstate commerce, to condemn such practises as are alleged in these cases, and to aid in their exposure and punishment, so far as the evidence may be in their hands. If great corporations in this country are to disarm popular hostility, remove suspicion and prejudice regarding their purposes and methods, change the adverse attitude of legislators and administrators of law to one of amicable cooperation, they must discontinue and help to destroy the practises that have brought disrepute upon them and made them objects of popular dislike or apprehension. They must seek to win the confidence of the community instead of continually forfeiting it by defiance or evasion of laws which their past conduct has caused to be made severely restrictive. In all these cases responsible persons, and not merely soulless corporate organizations, should be made to suffer the extreme penalty that the law provides, if the offenses are clearly proved."

There has been no rebating in the illegal sense, say the men indicted, since the payments have involved neither discrimination nor favoritism. A misunderstanding of the facts, they explain, is responsible for this case. And President James McCrea, of the Pennsylvania Railroad, in a statement issued to the press, sketches the situation thus:

"The action of the grand jury, so far as I understand it, is



MERELY A RIPPLE.
—Macauley in the New York *World*.



WANTED! FOR THE NEW YORK POLICE DEPARTMENT—ONE GOOD HEAD.
—Robinson in the New York *Tribune*.

ASPECTS OF A NEW YORK PROBLEM.

based on the following conditions of affairs: During the year 1908 and a portion of the year 1909 iron ore was landed from vessels at docks on Lake Erie belonging to the Pennsylvania Company, which docks were being operated by M. A. Hanna & Company as a dock company, with whom an agreement was entered into for handling ore from the vessels to the cars and docks of the railroad company. The vessels paid a fixt price per ton for unloading, as the railroad company a fixt price per ton for loading the ore on the cars, the prices thus established being the current prices at practically all of the docks of all railroads at Lake Erie ports.

"Owing to the introduction of improved ore-handling machinery during this period the cost of handling the ore was found to be less than the sum of the payments made to the dock companies by the vessels and the railroad companies, but the exact amount of this possible saving could not be determined until the close of the season. It was therefore provided in the agreement that after deducting from the gross receipts of the dock company rental, cost of operation and maintenance, and proper remuneration for services rendered, that portion of the saving per ton published in the tariffs of the railroad company filed with the Interstate Commerce Commission, was to be paid currently by the dock company to the consumers of ore, and any additional surplus or saving that might possibly remain at the close of the year should also be apportioned among the consumers of ore in the proportion that the ore received by them over the Pennsylvania Company's lines and connections bore to the total ore tonnage forwarded from the Pennsylvania Company docks. This, of course, absolutely insured uniform rates to all consumers of ore forwarding from those docks. . . .

"If in the company's effort to carry out the exact spirit of the law and insure impartial treatment to its patrons, the failure to note in the published tariffs the provision for the final distribution of the possible additional savings (of which every consumer had not only knowledge, but notice) was not strictly in accordance with the law, the violation was only technical and wholly unintentional.

"There can be no question of discrimination involved, as all consumers, both large and small, were treated with strict impartiality; there never was, nor could be, any favoritism, for the rate to each one was exactly the same."

The matter, however, is before the court, remarks the Pittsburg *Post*, "and there it will be sifted out." If the charges are sustained, says the New Orleans *Times-Democrat*, "their effect will be, we fear, to reawaken the old suspicions in many minds, and so to postpone indefinitely the season of good feeling, trust, and confidence for which the railway leaders are pleading." And the Dallas *News* reminds us that "it was the prevalence of rebating which more than anything else caused an era of political disturbance in this country from which we are only now emerging." The Pittsburg *Dispatch* quotes a former railroad official of that city as saying: "The example of a single railroad president or general manager in the penitentiary for rebating would stop the practise for many years thereafter."

In connection with this question of the revival of rebating it is interesting to note that only last March the New York Central and Pennsylvania railroads paid fines of $35,000 and $20,000 respectively for granting rebates to the Standard Oil Company. In this case, however, the indictments dated back to 1907.

THE POLICE MUDDLE IN NEW YORK

THE RETIREMENT of one of New York's deputy police commissioners and the presentments of two grand juries on the efficiency of the police force might be thought to throw some light on the vexing "crime-wave" problem. But since Mr. Flynn does not offer to tell the public what he thinks of Mayor Gaynor, Commissioner Cropsey, and the police in general, and since the efforts to discover a sensation back of his retirement have not been oversuccessful, and especially since the two grand-jury reports directly contradict each other, the police muddle, concludes the Brooklyn *Eagle*, "bad enough from the first, was never worse than it is now."

The report favorable to the harried guardians of New York's streets was made to Judge Rosalsky by the regular April grand jury, and was exprest thus:

> "We have been imprest with the efficiency of the police who testified before us, and it is further our opinion that the criticisms adverse to their efforts are unwarranted and misleading."

Quite different are the recommendations of the additional April grand jury, sitting under the same judge:

> "First—Parts of our city are dangerous because of lawlessness of roughs and criminals who are not effectively restrained.
>
> "Second—Police officers are reviled and sometimes severely assaulted while attempting to perform their duty.
>
> "Third—Police officers hesitate to do their duty because certain roughs have political support.
>
> "Fourth—Police officers do not make use of their clubs when they should do so because they fear their superiors, who, they say, will entertain and prosecute unfounded charges of criminals against them, and have done so.

> "Fifth—Storekeepers and residents are annoyed, raided, and despoiled by these roughs and criminals, and fear even to complain against them because they believe the gangs are emboldened by the lack of police resistance to them and will take revenge on them.
>
> "From the testimony we have heard during the month in the course of our routine work we are of the opinion that the situation and conditions on the police force of our city are a matter for grave public concern and that immediate reformation is required."

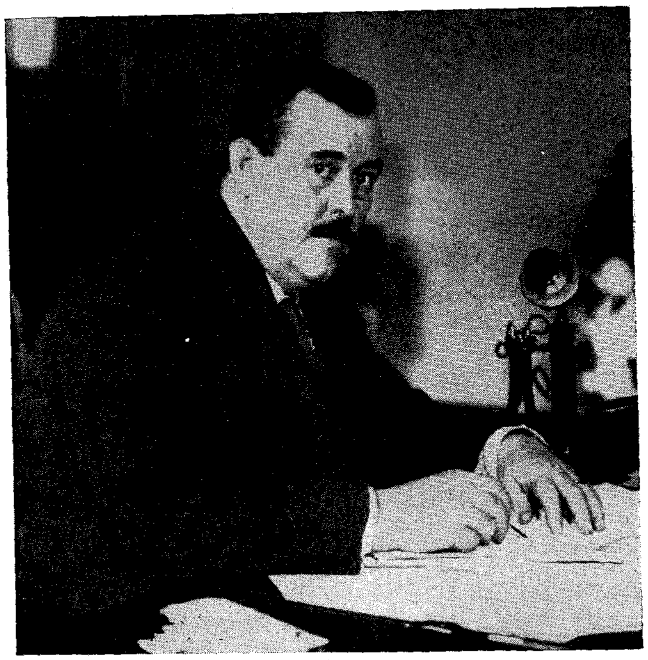
The New York *American* offers one explanation of this discrepancy by noting that the first grand jury had been dealing chiefly with assaults on quiet citizens on Fifth Avenue and neighboring streets, while the second had been busied with the ravages of the "car-barn gang." The best thing for the public to do with the reports of these jarring juries, thinks the New York *Tribune*, "is to pay scant attention to either of them," for "neither has more than a passing knowledge of the subject." In due course of time, continues *The Tribune*, the special grand jury "which has seen the famous 'squeal books' and examined the records, will report. What it has to say will be the result of an exhaustive inquiry and will, accordingly, be entitled to respect."

The resignation of Mr. Flynn, who has reorganized the city's detective bureau, done effective work against the "Black Hand," and rounded up many gamblers in a series of spectacular raids, is uniformly regretted by the New York press. His reasons for leaving the service of the city and reentering that of the National Government, are, however, variously set forth. According to *The American*, which is bitterly hostile to Mr. Gaynor, it is because a police official can not fight crime under the present administration without fighting the Mayor.

In the retirement of Mr. Flynn *The Evening Post* and *Evening Mail* see a real blow at the Gaynor administration, tho the latter insists that it is the Mayor's misfortune, not his fault. *The Journal of Commerce* believes that "the one competent officer" in the city police department leaves because he was not given a fair opportunity to show what he could do, and that the police muddle under the present administration is the result of "incapacity at the head and constant meddling by those possest with certain ideas regarding results, but with no real knowledge of the 'police business' or competency for directing it." Police administration will never rest upon a stable basis, in the view of *The World*, "until there is a man in the City Hall who is big enough to take the police out of politics and politics out of the police."

Mr. Flynn, in a statement we find in *The Herald*, admits that his work has been so hampered and restricted and his abilities directed into such unimportant lines that he felt it was better to return to the work he had always done in the Federal Secret Service. Further and more sensational statements attributed to him are thus denied:

> "I have at no time nor at any place made the statement credited to me that my resignation was due to the fact that I had found crooks in the Police Department whose services were retained. I have branded no one that way.
>
> "I leave the Police Department because I was under obligations to return to the United States Secret Service, and I will do so immediately upon being relieved of the duties of the second deputy commissioner of police.
>
> "I have had no quarrel with any one, nor, so far as I know, has any one a quarrel with me. My relations in the Police Department with my associates are to-day, and have been in the past, of the friendliest character."



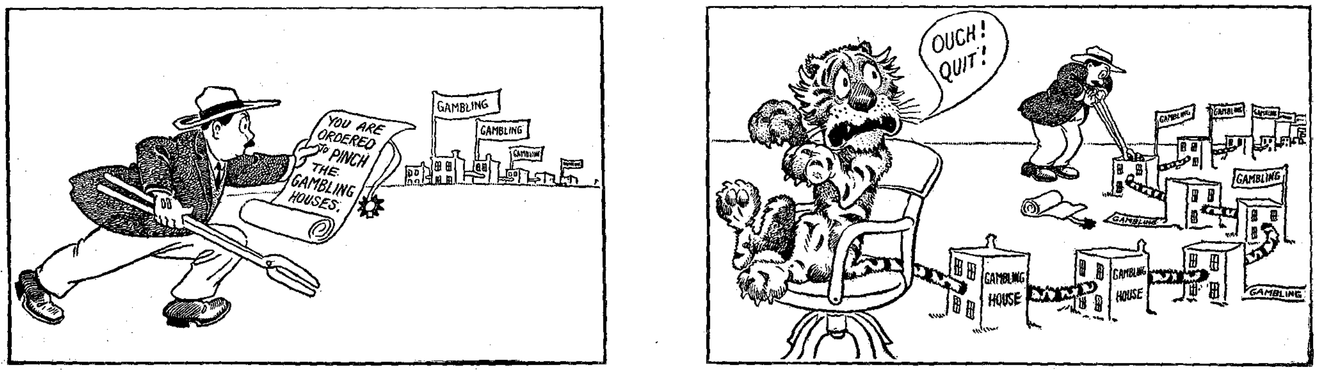
WILLIAM J. FLYNN.

The able detective who returns to the Government Secret Service after six months of the "thankless job" of helping to run New York's police department. In the opinion of many he was the most competent man who has tackled the problem in recent years.

This would seem to be in substantial harmony with Mayor Gaynor's way of putting the case:

> "We borrowed Mr. Flynn from the United States Government for six months to reorganize the secret service or detective force of this city, as was stated when he was appointed. His time was up on April 20, and he has been preparing to go back to his old post for some weeks, and especially since receiving a recent letter from Mr. Wilkie, Chief of the United States Secret Service, reminding him that his leave of absence has expired. He is staying with the city until we select his successor. I am sorry he has to go back, as his services have been great to the city."

Several papers, however, print an "official" statement from Chief Wilkie, of the Secret Service, saying that Mr. Flynn was not "loaned," but left the Service to take the New York position. Others profess knowledge of a promise made by the Mayor, at the time of Mr. Flynn's appointment, to put the latter at the head of the Police Department. His retirement now, they say, is due to the Mayor's failure to keep his word. There are also rumors that the Mayor is still contemplating giving Mr. Flynn Commissioner Cropsey's place.



IN UNION THERE IS STRENGTH. —Rehse in the New York *Evening Mail.*

FEDERAL CONSERVATION CLINCHED

CONSERVATIONISTS of the Roosevelt and Pinchot stamp are pictured as feeling a thrill of satisfaction at the sight of their particular brand of conservation marked with the indorsement of the United States Supreme Court. For, as the newspaper editors see it, the court of last resort has now forever settled the question of Federal *vs.* State conservation in favor of the national Government. As summed up by the Philadelphia *North American,* this unanimous decision handed down at Washington last week means that "the Federal Government, without consent of the State affected, may set aside vast areas of public lands as a forest reserve, and that such reserve is not subject to the State fencing laws." Most of the editors express a hearty approval of this outcome, and the Omaha *Bee* even discovers "an element of singular satisfaction" in the fact that it is Justice Lamar who writes the opinions in the two cases involved. For, says *The Bee,* "Justice Lamar is a scion of one of the old families of the South, in whose traditions the issue of States' rights has always been preeminent."

It seems that a certain cattleman in Colorado, and certain sheepmen in California had made free to pasture their herds and flocks on forest reserve land in their respective States, without making any effort to secure permits from the proper Federal authorities. The plaintiff in the Colorado case contended that the lands in question were unfenced, and that under the State law damages could not be collected from the owners of cattle trespassing thereon. This point Justice Lamar answers as follows:

> "Even a private owner should be entitled to protection against wilful trespasses, and statutes providing that damages done by animals can not be recovered unless the land had been enclosed with a fence of the size and material required do not give permission to the owner of cattle to use his neighbor's land as a pasture. They are intended to condone trespasses by straying cattle; they have no application to cases where they are driven upon unfenced land in order that they may feed there.
>
> "Fence laws do not authorize wanton and wilful trepasses nor do they afford immunity to those who in disregard of property rights turn loose their cattle under circumstances showing that they were intended to graze upon the land of another. This the defendant did under circumstances equivalent to driving his cattle upon the forest reserve."

But there was a broader question involved, and the defense proceeded "to unmask its guns and attack the Forest Reserve Law and all departmental regulations made by authority thereof." And, as the Philadelphia *Record* notes further in its review of the case:

> "To this attack the Attorney-General of Colorado lent the support and countenance of the State. It was asserted that no provision of the Federal Constitution empowered the Government to 'conserve the national resources'; that the reservation of vast tracts in Colorado was a denial of equality with the older States, which had been allowed to exercise dominion over all the territory within their boundaries."

But the Supreme Court riddled this argument by proceeding upon the basic principle that "the nation is an owner and has made Congress the principal agent to dispose of its property."

Thus the highest authority of the land has at last disposed of that "curious notion that the United States of America own lands for the sake of giving free pasture to any cattle-owners or sheep-owners who happen along," remarks the Philadelphia *Record.* This is a "sound decision," according to the Brooklyn *Times,* and it "comes opportunely," adds the Pittsburg *Dispatch.* "Great is the Supreme Court of the United States," exclaims the New York *Press,* for "out of a volume of muddy arguments bewildering to the average layman, and arousing false hopes in the minds of misguided litigants, it distills the simple truth and then enforces what every one recognizes as justice, exhibiting the result in words that a child who runs may read." The New York *Evening Post* finds "solid satisfaction" in the Court's dictum. And the Chicago *Inter Ocean,* a paper which has consistently opposed Mr. Roosevelt and the "Roosevelt policies," has no fault to find. The Chicago paper has a word to say, however, about the men whose acts have made necessary the new attitude now upheld by the Supreme Court:

> "Many fortunes have been built up in our trans-Missouri regions by mere occupation of the public lands for grazing. The men who did this in the earlier days, before population began to press upon natural resources, are not to be vilified as 'grafters' because they did it, as is the habit of our overzealous 'conservationists.' The lands lay idle and they put them to uses which increased the nation's wealth as well as their own. They employed labor and cleared the way into the wilderness for those who were to come after them. . . . . . .
>
> "The trouble with many trans-Missouri and Rocky Mountain communities is that they have been slow to see that what could be permitted forty, thirty, and even twenty years ago can not be safely permitted now. . . . . . .
>
> "The Supreme Court's clear-cut definition of the law should show to these communities their error and move them to closer study how natural resources may be used without abuse."

TOPICS IN BRIEF

WE may expect a telegram any day now from Dr. Owen that he is bringing home the Bacon.—*Washington Post.*

PRESIDENT DIAZ has issued a call for volunteers for service in the Mexican army. He would like to get a few privates, if possible.—*Kansas City Star.*

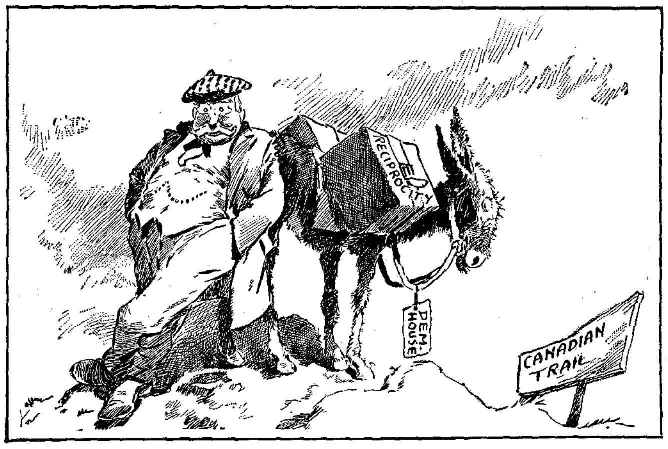
THE "pay-as-you-enter" plan of electing senators begins to look like a back number.—*Omaha Bee.*

THE Government ought to pull down the high tariff wall between the United States and Mexico and put up one that's bullet-proof.—*Kansas City Times.*

GENERAL MADERO wants it distinctly understood, too, that President Diaz's resignation must not be of the Joseph Weldon Bailey variety.—*Kansas City Star.*

DOUGLAS, Ariz., has decided to omit a Fourth-of-July celebration this year. It has had fireworks enough to date to carry it over to next year.—*Birmingham Age-Herald.*

THE award of six cents to a Brooklyn woman, kissed without her consent, shows that in some respects the cost of living in that borough is not unreasonably high.—*New York World.*



TAFT—"I never knew he was so gentle!"
—Donahey in the Cleveland *Plain Dealer.*

A BROOKLYN preacher is to have charge of the London Tabernacle. Is this reciprocity or retaliation?—*Chicago Record-Herald.*

A BRITISH baronet is working as a janitor in New York. Just could not get away from his autocratic tendencies.—*Dayton Journal.*

NOT the least of Old Mexico's troubles is the certainty that it is laying the foundation for a large, ornate, and distended pension list later.—*Kansas City Star.*

EVERY time we get to thinking that the world is really growing better, they find out something else about the legislature's methods.—*Columbus Ohio State Journal.*

SOME of our legislators are so conservative that they rather incline to deplore the remarkably rapid progress of invention, as exemplified by the dictagraph, for instance.—*Columbus Ohio State Journal.*

ONE thing that handicaps one in trying to find out just what is happening down in Mexico is the difficulty of telling which are the names of the generals and which are the names of the towns.—*Boston Evening Transcript.*

FOREIGN COMMENT

WHY AMBASSADOR HILL COMES HOME

THE GERMAN press all express astonishment and regret at Dr. Hill's retirement from the Berlin Embassy and make it plain that the German people would have been glad to have him stay. Many reasons are given for the change. President Taft, we are told, has made a point of superseding by men of his own choice those whom President Roosevelt put in office. Other papers think that Dr. Hill has been the victim of intriguers who wish one of their own friends to take the post. The potash squabble is alternately asserted and denied to be the ground of the change in the Berlin Embassy. In one point all the Berlin papers agree, and that is in their high estimate of Dr. Hill as a man, a diplomatist, and a scholar. Thus the *Vossische Zeitung* (Berlin) speaks as follows:

DR. HILL'S ARRIVAL AT NEW YORK.

The reason for his return is a mystery to the German press, who regard him as *persona gratissima*. He is here seen on the deck of the *George Washington*, between Mrs. Hill and Count Bernstorff.

> "It is with sorrow and surprize that we receive the news that the American Ambassador in Berlin, Mr. David J. Hill, has decided to retire from his post. During the three years of his official service in Berlin Mr. Hill has pursued a course of uprightness, zeal, and success in preserving and strengthening the friendly relations between Germany and the United States. Mr. Hill has, moreover, gained public confidence in the learned and social circles of Berlin. He is as highly valued for his skill in diplomacy as for his scientific attainments. On these grounds is built the universal regard and high esteem in which his character is held."

There is no political reason for his retirement, continues this influential paper, least of all "does the reason lie in any change of German-American relations." To quote further:

> "Disputes of the second and third rank which arose during the incumbency of Dr. Hill, as, for example, that concerning the tariff, have been amicably adjusted. Even the potash question, the importance of which has been intolerably exaggerated by the Americans interested, is now on the way to a satisfactory solution."

The potash question relates to the clash between American importers of potash and the German Government. Germany practically monopolizes the potash market, exporting annually nearly 670,000 tons of which the United States in 1910 imported 200,000, principally to be used in the manufacture of fertilizers. In 1910 the statute known as the German Potash Law was passed by the Reichstag. The law was said by some Americans interested to attempt a tariff discrimination against the United States. The London *Times* says on this point:

> "In the potash dispute itself, which has now been dragging on for many months, Dr. Hill has adopted a very firm attitude, and has not concealed his view that even at the risk of a tariff war this was eminently an occasion 'to bring the weapon of the *maximum* tariff out of the cupboard.' It has repeatedly been declared here that his views do not enjoy the full support of the State Department."

The high position taken by Dr. Hill for the past three years is also dwelt upon by the *Frankfurter Zeitung*, altho he never "relied upon the money power," like his "predecessor, Mr. Tower." "The retirement of Mr. Hill is received in both official and social circles, as shown by the comments of the daily press, with deep regret." "It is hard to say whether the potash squabble lies at the root of his dismissal." In this dispute Mr. Hill "always played a conciliatory part without resorting to the method of bluff and menace."

The *Koelnische Zeitung*, however, thinks that the dispute between German and American dealers about the price and distribution of potash from the German mines lies at the bottom of the affair, and we read in this semi-official organ:

> "The American State Department in Washington has given out a statement that the retirement of Dr. Hill from the ambassadorship at Berlin has nothing to do with the position he took on the potash question. We learn from reliable sources, however, that just the contrary is the case. But this is not to say that Mr. Hill incurred the displeasure of the United States Government by his brusk diplomatic conduct toward Germany."

This writer is inclined to lay the blame on Mr. Davis, the president of the Potash Commission, of whom we read:

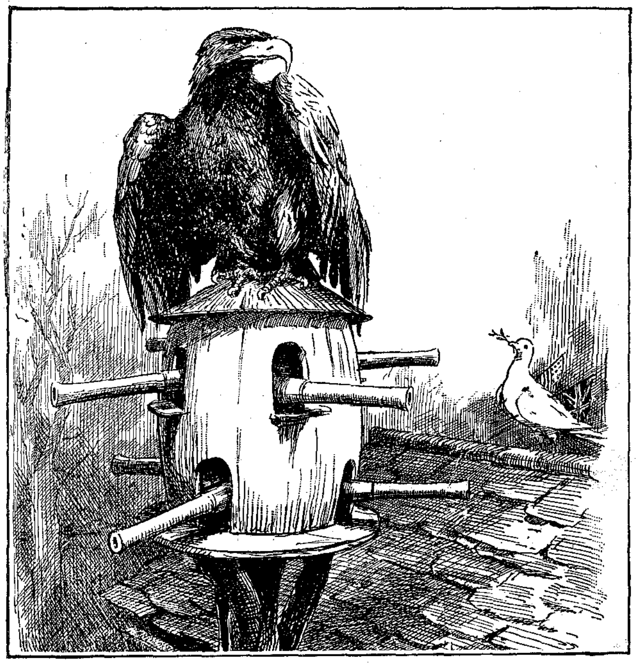
> "It is not quite clear whether the president of this Commission purposely or unwittingly misled Ambassador Hill and the investigators, or whether the Government at Washington at length arrived at the same conclusions as their Ambassador had from the beginning accepted. But it is a plain fact that the Government disapproved of the vigorous policy and lofty tone assumed by their Ambassador and recalled him to Washington."

The *Frankfurter Zeitung*, in a subsequent article, blames Mr. Tower and his "intriguing." "He has aimed at deposing Hill and putting in his place" a friend of his own. In this purpose "he is following the personal wish of people highly placed in Berlin." But, this writer continues:

> "This is why Americans think that the Berlin notabilities consider political and diplomatic success to lie less in intellectual experience and ability than in the size of a bank account; and the possessor of many millions to be the most proper and worthy representative of the American nation. This would be to go clean contrary to the aspirations of Roosevelt, who made every effort to reform the diplomatic service of his country."

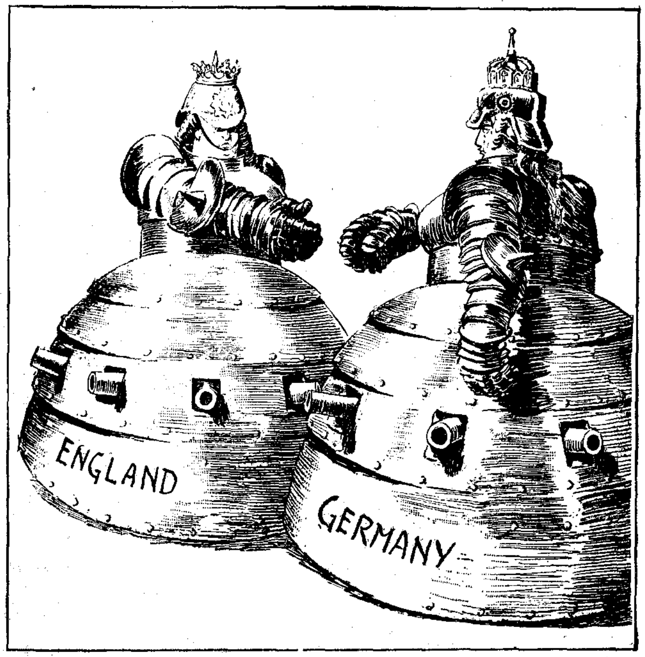
There have been many surmises about Dr. Hill's recall, declares the *Kreuz-Zeitung* (Berlin) in an eulogistic article on the American diplomatist, and it declares that "in the interests of a general good understanding between Germany and America it is advisable that the reason for Dr. Hill's retirement should be made public, regardless of consequences."

In a later article than that quoted above, the *Koelnische Zeitung* seems to have revised its opinion in a very curious manner and throws the whole blame on the personal views of President Taft, and we read:



PAX GERMANICA; OR THE TEUTON DOVECOTE.

GERMAN EAGLE (to arbitration bird)—"No foreign doves required; we hatch our own, thank you." —*Punch* (London).



ENGLAND AND GERMANY—"These extreme styles seem to interfere with clasping hands." —*Ulk* (Berlin).

WHY PEACE HESITATES.

"President Taft is the successor of Roosevelt, and when, as the protégé of his predecessor, he had assumed the Presidency, from the hour he entered the White House he has jealously maintained his independence and self-reliance. This is plainly shown in the way in which he surrounds himself in his Cabinet with new men and makes new appointments in foreign embassies and consulates, even to the most insignificant."

Enumerating the many changes made in the United States official world by the President, this writer concludes: "and now he has forced Dr. Hill to retire from his Berlin post into private life."—*Translations made for* THE LITERARY DIGEST.

A PEACE ENVOY TO JAPAN

IT IS THE irony of fate that while some of our publicists and newspapers are holding up the specter of the Japanese invasion of our islands in the Pacific, Hawaii should send to the Sunrise Empire an envoy of peace and good-will. Judging from the reassuring statements of Mr. Theodore Richards, who has been in Japan conveying Hawaii's message of friendship, the American residents in the mid-Pacific islands are little worried with alarmist tales of an American-Japanese war. Mr. Richards' principal mission is to establish in Tokyo a Japanese edition of *The Friend* owned by him and edited by Doremus Scudder. As reported by Tokyo newspapers, the Oriental edition, which is to make its appearance within a few months, is to be devoted to the clearing of misunderstandings which have during the past few years cast a gloom over American-Japanese relations. Another feature of Mr. Richards' mission in Japan is to offer, in the name of *The Friend*, scholarships in the Mid-Pacific Institute at Honolulu to such Japanese youths as are desirous of receiving education in America.

Mr. Richards' efforts were, we are told by the Japanese press, so successful that an organization to be known as the "Friend Peace Society" has been inaugurated, including in its membership Count Okuma; Mr. Komatsubara, Minister of Education; Baron Kikuchi, president of the Tokyo Imperial University, and a large number of publicists and educators, all prominent in the Mikado's realm. The Tokyo *Mainichi*, whose editor is one of the leading members of the Society, lauds Mr. Richards' efforts in these words:

"In spite of the reassuring professions emanating now and again from official sources both at Washington and at Tokyo, no discerning eye can fail to perceive the gradual rise of an estrangement between the United States and Japan. We do not claim that we are not in the least responsible for this regrettable tendency, but we do not hesitate to say that the situation has been engendered mostly by misconceptions and misrepresentations on the part of the Americans with regard to the policies and intentions of our country. We have our sensational newspapers, our agitators, our jingoes, but in the spreading of harmful talk of an American-Japanese war, agents of mischief, we are sure, are to be looked for on the other side of the water.

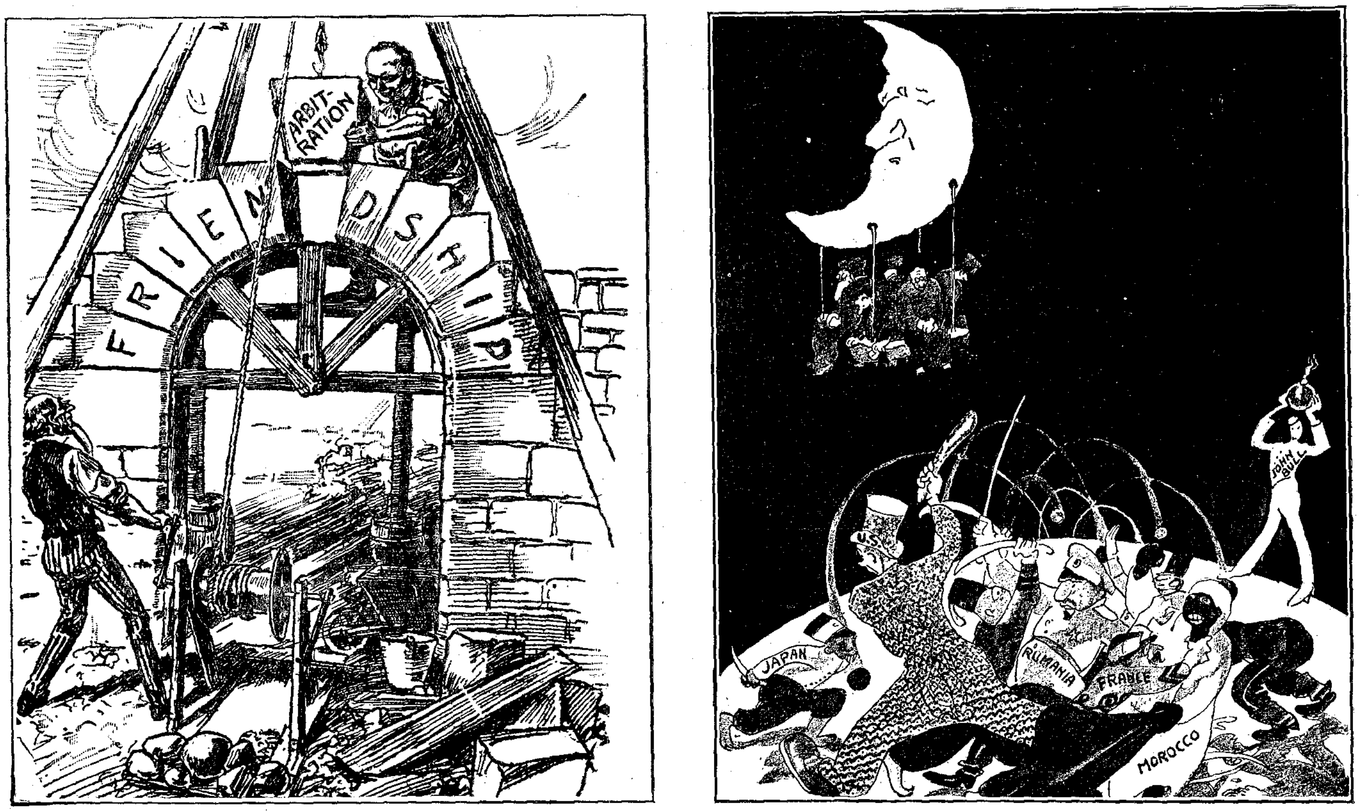
"It is indeed strange to see American officers and publicists chasing the specter of an American-Japanese conflict when we are here serene and undisturbed, busy only in the cultivation of the arts of peace. And yet if America persists in playing the rôle of a *provocateur* no one can tell what awkward situation may result. With this apprehension in view it is refreshing to note such undertakings as are being started by Mr. Richards for the furtherance of American-Japanese friendship. The Japanese edition of *The Friend* will no doubt receive hearty cooperation from our leaders of thought and in the political world."

The scholarships offered by *The Friend* are to extend over a period of four years, each being accompanied with a stipend of $400 in addition to $200 to cover traveling expenses from Japan to Honolulu and return.

At a meeting of the leading Japanese publicists and statesmen, Mr. Richards, explaining his mission, said:

"It is a trite truism that constant talk of a thing often brings it into being. Reiteration of war talk makes for war. Comparisons of naval strength, expert opinions of the possibility of invasion, are like unto the 'chip on the shoulder' in our boyhood days. The blow often follows with startling rapidity. How fortunate that the converse is as unfailingly certain. Talk unceasingly of friendliness and you bring it to pass. Reiterated professions of peace and brotherhood tend to preserve them. . . . . . .

"In our islands, where there are nearly 80,000 of your countrymen, we have advanced sufficiently beyond our countrymen on the Western coast to know some of the rudiments of international brotherhood. The children of many nationalities are taught in the same school without discrimination, and they study and play in almost total ignorance of racial distinction. We are bound to advance rapidly in this art of assimilation."—*Translations made for* THE LITERARY DIGEST.



THE KEYSTONE OF FRIENDSHIP'S ARCH.

JOHN BULL—"Lower away, Jonathan!"
—*Liverpool Courier.*

THE ONLY PEACEFUL SPOT LEFT.

Arbitration tribunals that wish to deliberate in quiet will soon have to retire to the moon. —*Jugend* (Munich).

ARBITRATION IN HIGH PLACES.

ARGENTINA'S NEW REGARD FOR US

THE LATIN REPUBLICS of South America have been credited with a dislike and distrust of us Northerners. Their trade has been given to Europe rather than to the United States, but this, says the Havana *Post*, is our own fault. European goods reach South America carefully packed and duly invoiced. Our exporters are slovenly in their method of dispatching goods to the great ports of the Southern continent and seldom receive two orders from the same firm. To quote the words of the *Post*, which professes to give the opinion of all Latin America:

"The American merchants are absolutely the worst exporters in the world. This is an easily proved fact, one of which every customs officer in Spanish-American ports will—or can—give ample proof. The carelessness, ignorance, indifference, and irresponsibility that American exporters are guilty of is past belief unless he investigates for himself, and this is the testimony of customs officers everywhere. The abominable way in which goods are packed, the ignorant, careless way of making out invoices, of marking packages, etc., etc., is hard to understand. Americans want to learn that, in time, they will need the same customer twice. In Cuba, Central America, Mexico, and South America the complaint is always the same—and probably in Europe, altho the case may be different. It is not only that we pack goods badly and that the invoices and letters of advice are badly and illegibly written—but often these important documents are stuck under a rope on the bale or tacked to the side of a box—or placed in any careless way that makes it not only possible but probable that they will be lost."

This is, of course, a minor matter in comparison with the increasing confidence and good-will with which the greater states of South America are beginning to regard our Government. The Argentine people in particular are quite growing out of that spirit which suspected that the United States was contemplating an invasion or absorption of the Latin Republics. Argentina is in some ways the most progressive Republic of the Southern continent, and is beginning to look upon our Government as likely to do more for the prosperity in the South than any Government of Europe. The Europeans, in fact, are losing sympathy with and appreciation for their American kinsmen, and the great Republic of the North, we are assured, is rapidly supplanting Spain and Portugal in the interest and affection of Argentina. In the important paper *Argentina* (Buenos Aires) we read:

"The European attitude has gradually come to assume absolute superiority over us, not only mental and moral, but also political. In the press and public utterances of Lisbon and Madrid they appear to think us quite dependent upon them. They do not recognize the fact that our commercial relations are those of mutual advantage. Yet the Europeans who send us their capital or their assistance, which we utilize by contributing other elements of progress, do not take into account the reciprocal benefits of business nor allow that they owe as much to Argentina as that country owes to them. The capital they invest here is not a free gift to us, but is returned with great profit to them. Their emigrants do not come to us with a view to self-sacrifice, but to secure a prosperous future which they could not attain in their native land. Their men of science and learning, their artists and professors, are attracted hither by the hope of a generous remuneration, and this hope is rarely disappointed."

The supercilious attitude of Europe toward Argentina and her sister Republics has been in some ways encouraged by "the childish servility" of some Latin Americans who aimed at leadership and wished to curry favor with Europeans. Now the Argentine Ministry "have turned to the United States, with whose Government they desire to establish a good understanding with a view to working harmoniously for the mutual interests of both nations." While Europe kept on considering that Argentina "was a kind of colony or plantation where negro kings were bound to accept from their white friends whatever rubbish these latter chose to palm upon them for gold," the United States was gradually drawn closer to the Southern Republics. To quote further:

"In analyzing the character of the gradual linking together of Argentina and the United States, we see that it had a moral origin. It sprang from the positive recognition of the great people of Argentina by the Northern Republic, which saw that Argentina was working her own great destiny and had full ability to complete it. Argentina feels legitimately flattered by this signal sign of appreciation given to her by her great sister Republic and has set out on a new path of evolution which will culminate in a total emancipation from European tutelage."—*Translation made for* The Literary Digest.

REPUBLICAN TYRANNY IN PORTUGAL

A VIVID picture of social and political affairs in Portugal is traced in clear, strong, and bold lines by the Lisbon correspondent of *The Saturday Review* (London), who thinks the Republic is supporting itself only by tyranny. The vast majority of the Portuguese people entered themselves in the last census as Catholics, and the 1,600 citizens who declared that they had no religion include the Provisional Government and its leading adherents. Their aim is not to turn the country from the Catholic to the Protestant faith, believes this writer, but to drive out all religion. The Protestants in Portugal number only about 4,000, many of them foreign residents, so the main attack is on the Catholic body. The country is now on the eve of an election. The first step taken by the Government is to pass an electoral law which shuts out Monarchists from the polls as completely as colored voters are said to be excluded in some of our Southern States. The correspondent declares:

"It is necessary to be very emphatic as to the conditions under which the elections are to be held in Portugal lest erroneous conclusions be afterward drawn. All the monarchical and independent press has been supprest by force, and there can appear in the country no newspapers save such as support the Government. The elections are to be carried out on the basis of a new electoral law, drawn up for the occasion, to meet the necessities of the moment, a law which makes it almost impossible for the Monarchists to record their votes. The electoral lists are being 'doctored' so that the right of voting may be taken away from thousands of independent citizens who are suspected of being opposed to the Government. The right of public meeting is abolished, and the slightest attempt by the Conservatives to inaugurate an electoral campaign is vigorously supprest. No independent citizen dare protest against the dictatorial decrees of the Government unless he is prepared to see let loose on him crowds of those Apaches who attack with impunity newspaper offices, clubs, and individuals, spreading everywhere an atmosphere of terror and oppression.

"In a word, the approaching elections will be a sham. A Parliament will be elected by 1,600 citizens to approve of the acts of tyranny practised against more than five million of the inhabitants of this country."

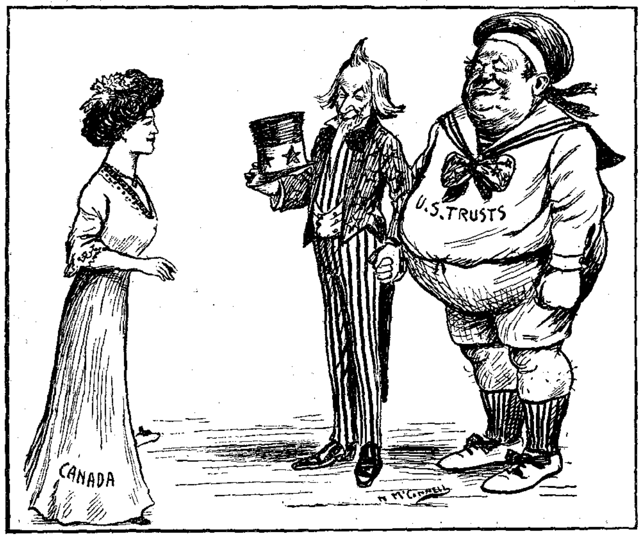
While the French Government, like the American Government, professes to be neutral in matters of religion, not so with the Portuguese Government. This is one of the weakest spots in the stability of the new Republic, says the present writer, who quotes the unwise and vainglorious words of Dr. Affonso Costa on introducing his Separation Law into the Cortes. This minister remarked that "within two generations after the passage of this law, Catholicity will have been annihilated in Portugal." Present conditions may be judged from the remark of the writer that "a bishop violently deprived of his see, several dozens of clergymen imprisoned, the religious feelings of the people outraged—this is what is happening to-day in Portugal."

The bishop who was deprived of his see was the Bishop of Oporto, a strong Catholic and Monarchist center. When a pastoral had been drawn up by the assembly of Portuguese bishops and ordered to be read in the churches, Affonso Costa held up his hand and imposed silence. Of course the pastoral dealt with the critical condition of the Church, and all the bishops excepting him of Oporto obeyed the mandate.

Portugal has 5,200,000 inhabitants, 4,200 Protestants, 550 of other denominations, 1,600 of no religion, and the balance Catholics. *The Saturday Review* indignantly exclaims, after pointing to the collapse the Provisional Government is naturally threatened with:

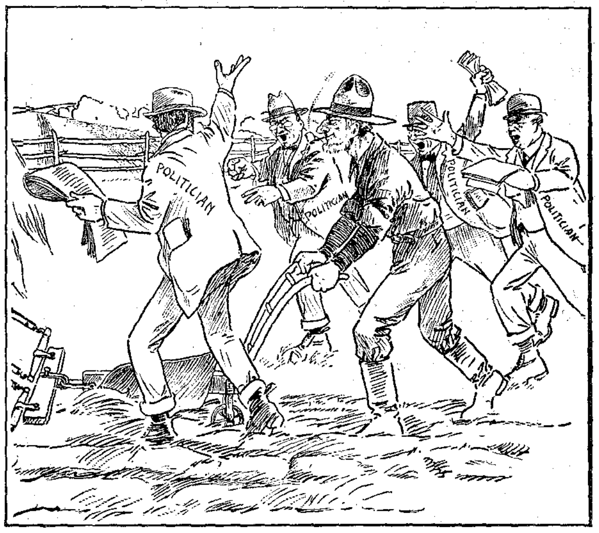
"Thus 1,600 individuals arrogate to themselves the right to persecute more than 5,000,000 citizens! Every Freethinker lords it over some 3,000 fellow citizens! Modern times can show no despotism worse than this tyranny exercised in the name of democratic principles and with the supposed assent of the nation.

"The present republican Government pretends to be based on the national will, to exist in the name and by the votes of the majority. As a matter of fact, it has the support of only an insignificant minority of the people; and this fact fully explains its tendency to persecution, its violence, and its despotism. Régimes which feel that they have a majority of the nation behind them regard themselves as safe, and this feeling of security and of strength naturally makes for tolerance and imposes a respect for the rights of the minority. On the other hand, régimes which are supported by a minority, that is, régimes dominated by a small fraction of the people, tend evidently toward oppression. By repeated acts of violence they seek to give themselves an illusory appearance of strength. Without systematic violence they could not exist, for if public opinion were absolutely free they would be crusht by the mere weight of numbers."



THE RECIPROCITY PROPOSAL.

Uncle Sam—"If you hitch up to me, Miss, you can be such a help in developing my Little Willie." —The Toronto *News*.



TOO MANY ADVISERS.

Old Man Canada—"Go it, gentlemen; I can stand it if you can: but you won't object if I keep right on plowing." —The Montreal *Star*.

HELPING CANADA TO DECIDE.

SCIENCE AND INVENTION

CAN A DOG COUNT?

IF THIS question means, "can a dog distinguish three things from four things," it must undoubtedly be answered in the affirmative, as the experiments of Zeliony in Russia clearly show this to be the case. It is quite possible, however, to make this distinction without counting at all in the ordinary sense of the word. Human beings do it habitually for small numbers, and some have been able to accomplish the feat in the case of quite large groups. If we see three or four dots on paper, we know the number at once without counting at all; if a clock strikes one of the "wee sma'" hours, the number is similarly recognized without counting. If the group of dots were larger—say ten or twelve—or if the hour were near noon, most of us would have to count, but persons have been known to tell the number of sheep on a hillside up to forty or fifty, without enumeration. It is in some such way as this, doubtless, that a dog apprehends number. Zeliony's experiments are thus described by a writer in the *Revue Scientifique* (Paris, March 4):

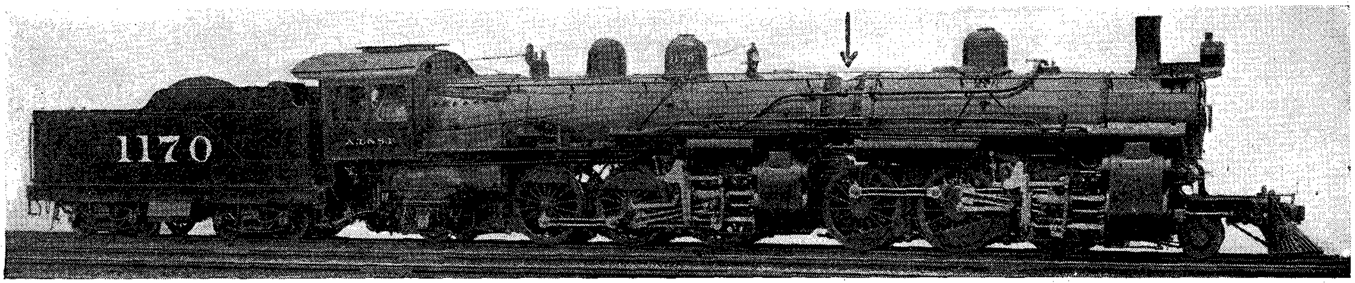
"It is generally admitted that there exists what is known as psycho-physiological parallelism; in other words, that to psychologic phenomena correspond physiologic processes in the nervous system. The celebrated Russian physiologist Pavloff devised for the study of these physiological processes the method of 'psychic salivation,' which has already given most interesting results. By means of this method, whose merit is that it is altogether objective, Pavloff and his pupils have studied the sensations—auditive, tactile, visual, etc.—of the dog. Recently, Mr. Zeliony, Pavloff's assistant, has sought evidence for the dog's ability to count, or, to put it differently, the faculty possest by the dog's nervous system, to distinguish between a certain number of successive stimulations.

"It is well known that in the method of psychic salivation, the salivary reflex is sought, not in response to direct excitation of the mucous membrane of the mouth, but in response to some other excitation—visual, tactile, etc. If, whenever a dog is fed, we cause him to look at a triangle, for instance, it happens, at the end of a certain time, that the dog secretes saliva only at sight of the triangle; thus it may be shown that the dog can tell a triangle from a square or a pentagon. The experiments of Zeliony have been carried on as follows: he causes a dog to hear the sound of a tuning-fork; this sound is repeated four times at intervals of ten seconds; after the fourth time meat powder is introduced into his mouth. The experiment is repeated several times daily. After fourteen trials the dog salivated as soon as he heard the sound, which showed that the 'conditional reflex' had been established. The experiments being continued, little by little the dog learned not to salivate until after the fourth sound, which shows that he had succeeded in distinguishing this fourth sound from the first three, and to respond only to it. It may be objected here that the dog appreciates not the number of successive stimulations, but the elapsed time between the first and the last. Zeliony therefore increased the intervals between the successive sounds up to two and even to five minutes; in spite of this, it was not until the sound had been made four times that salivation was abundant.

"What took place meanwhile in the dog's consciousness; and did he really learn how to count up to four? This is a question which for a physiologist like Mr. Zeliony is of secondary importance. What is of interest is to have shown that while the stimulants remain the same, the effect is different according to the numerical order. The second sound is registered by the nerve tissue that already bears traces of the excitation produced by the first; the effect of the third is still different because it finds itself in the presence of traces left by the first two, and so on. According to Mr. Zeliony, the conditional reflexes for the first three sounds remain inhibited, and the response takes place only for the fourth, which thus acts in some sort like a specific stimulant."—*Translation made for* THE LITERARY DIGEST.

LOCOMOTIVES THAT BEND

LOCOMOTIVES so long that the boilers have to be jointed to enable them to take curves properly are the latest thing in traction, and may be seen on the Santa Fé road. Locomotive boilers have for some time been made in two sections, but the introduction of a flexible joint is a new idea which we find described in *The Engineering News* (New York). The immense length of boilers on locomotives having from six to ten driving axles is liable to cause interference with bridge abutments, the walls of tunnels, or with cars standing or passing on an adjacent track.



Courtesy of "Engineering News," New York.

A LOCOMOTIVE WITH A JOINT IN THE BOILER.

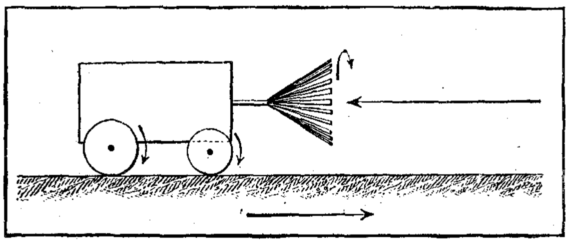
"These difficulties suggested the use of a flexible boiler, formed by the use of a flexible connection at the separable joint. Two engines embodying this principle have been built, each having a distinct type of flexible joint. Under this arrangement the rear section is attached rigidly to cross-braces or bearers on the rear main frames in the usual manner. The forward section is rigidly attached in the same way to the main frames of the steam truck. This arrangement eliminates the use of sliding supports to permit the truck to swing under the boiler. It is expected to reduce curve resistance and flange wear; and also to give the engine greater stability when on curves, owing to the absence of lateral displacement of the boiler on the truck. In addition to this, there is less complication of the steam piping. On a 16-degree curve, the two sections of the boiler form an angle of about 176 degrees, instead of forming a straight chord line.

"On one of these two engines, the flexible joint is a modification of the ball joints commonly used for subaqueous crossings of water mains, etc. . . . The joint consists of two cast-iron tubes or sleeves, somewhat smaller than the boiler shell and of such diameters as to telescope together. One end of each sleeve is formed as a segment of a sphere, and is fitted to a corresponding segment bolted to the inside of the boiler shell. The latter segment is made in two pieces for convenience in erection. Packing rings are fitted to the sleeves and to the spherical surfaces; those on the latter are of soft metal and they can be adjusted by means of set screws. The telescopic portion forms a slip joint for expansion and contraction, and the spherical connections permit of the necessary lateral flexibility."

On the other engine, the flexible joint is of the bellows type, having 60 rings of steel plate, slightly "dished," so that when assembled they form a series of V's. They are riveted together at the inner contact surfaces, and bolted at the outer contact. It is necessary, of course, to place flexible joints in all pipes which pass the articulated connections in the frames and the boiler, but this does not involve objectionable complication.

MAKING THE WIND DEFEAT ITSELF

THE MAN who saw the windmills on a canal-boat and proposed to run the boats by a motor geared to the mills, was regarded as first cousin to the more famous one who attempted to lift himself over the fence by his bootstraps; but a French inventor is now proposing a plan for abating or even utilizing air resistance to swiftly moving vehicles, which seems not far removed from such schemes. He has shown, in fact, that a car in which the wheels are geared to a turbine or windmill in front may be started in the teeth of a breeze by the energy derived from that breeze itself, and he argues from this that such a car, having motive-power of its own, would be driven with less air resistance than otherwise. Says Mr. R. Chassériand, writing in *La Nature* (Paris, March 18):



PROPELLED BY A HEAD WIND.

This curious little car advances in the teeth of the wind, moved by a device run by the wind itself.

"We perceive no difference in the resistance of the air when we move a book with the hand and when we move the hand alone. This is due to the fact that the velocities involved are slight.

"But the law of the square of the velocity tells us that if we wish to move twice as fast, we shall meet with four times the resistance. If we go ten times as fast there will be one hundred times the resistance. On the other hand, the motive power necessary to overcome this resistance must be multiplied in these cases, not by 4 and by 100, but by 8 and 1,000.

"We may thus understand how, in the case of trains and automobiles, which commonly reach speeds of 50 or 60 feet per second, and which have relatively large surfaces, the resistance of the air may assume considerable importance. This is, in fact, exactly what occurs. As the speed of a vehicle increases, the problem is not so much to overcome resistance offered by friction as to overcome resistance to advance or to the vehicle's 'penetration' through the air.

"In trains and automobiles a very considerable fraction of the power of the motor is used to assure this penetration. Besides, every one knows nowadays that the wings of an aeroplane, breasting the air with railroad speed, get the thrusts of 600 to 1,000 pounds that are necessary to sustain heavier-than-air machines . . . and these figures, altho they here measure useful forces and not annoying resistance, give an idea of the size of the reactions developed by the air."

All sorts of means have been devised to avoid or overcome this resistance to penetration. High-speed vehicles have been equipped for some time with sharp prows and elongated sterns, to enable air-masses pushed aside by the passage of the vehicle to reunite under favorable conditions behind it. Now a French inventor, Mr. Constantin, proposes another solution:

"His plan attempts to attack the enemy in front and to forcibly enroll him, as we may say, in the service of the very motive power that he is fighting against. . . . Suppose that in front of an ordinary automobile, driven by its motor with a given speed, we place, to receive the first shock of the displaced air, not fixt but movable parts, able to yield to the force exerted by the air—a turbine wheel, for example. The relative wind created by the movement of the vehicle will turn the turbine in a certain direction. The air, escaping between the vanes, will use up its force on them, and if the orientation of these vanes is properly adjusted, will communicate to the wheel as a whole a movement of rotation and consequently a certain energy. This energy, due to the displacement of the air itself, Mr. Constantin proposes to turn in some sort to the profit of the motor; it suffices to connect the turbine to the driving-wheels by such a form of mechanical transmission that these wheels will be turned in the forward direction. This is a simple affair of gearing. . . . . . .

"This supplementary energy thus furnished to the motor is, of course, derived from the resistance that the fixt parts in front would have encountered if they had not been protected by the windmill. Of course, these fixt parts will always encounter the air directly in front, but this will now be only the air used up by its passage through the windmill, and the inventor thinks that the total gain will be important.

"Experiments have not yet been made in the exact manner just described, but Mr. Constantin has devised a rudimentary arrangement with which he has obtained curious results. . . . His model consists of a small aluminum wagon weighing about 2½ pounds and without motive power. In front is placed . . . a sort of conical screw, having its blades inclined forward. The axis of this screw is so geared to the wheels as to turn them in the direction of the arrows when the screw is turned by meeting an air-current.

"Placed in a feeble breeze, obtained by the use of an ordinary electric fan, this wagon, instead of being blown back, moves forward against the current. 'Jumps' is the word to be used; and it is just the surprizing energy of the motion thus developed by the contrary wind that constitutes the chief interest of the little device. We have seen it work, and it has been examined, at the author's desire, by several competent authorities. Not only does this little vehicle assume great speed in its encounter with the air that it meets, but it is also capable, under these conditions, of climbing steep grades, of more than 6 per cent., for example. Tested at the Conservatoire des Arts et Métiers with a stronger fan, it started off with a load of 22 pounds. The sight was most curious.

"Experience alone will tell what the importance of this invention may be. But it is clear that if the ideas that we have stated above are confirmed by methodical experiment, we shall have the means of realizing in automobiles, locomotives, bicycles, motor-cycles, and even dirigible balloons, aeroplanes, and submarines, economies of power whose total will perhaps constitute a formidable saving. The most immediate and the most conceivable application will be in sailing-vessels, which such an arrangement would enable to advance directly in the teeth of the wind without tacking."—*Translation made for* THE LITERARY DIGEST.

MILITARY TRAINING FOR WORKERS

IN THESE days when industrial workers look askance at military training; when, for instance, the labor organizations are declining to join the militia and are passing resolutions condemning such movements as that on behalf of the Boy Scouts, on account of their supposed militarism, it is interesting to find *The American Machinist* (New York, April 27) seconding the proposal of George Westinghouse for military training as a step toward industrial efficiency. At the end of an address given by Mr. Westinghouse before the Southern Commercial Congress he asserted his belief that the present preeminence of Germany in industrial matters arises very largely from the military training and discipline to which each of her citizens must submit. Commenting on this, *The Machinist* remarks editorially:

"This is an authoritative statement of a conclusion reached by many persons who have studied the industrial growth and condition of Germany, altho not an attractive doctrine to Americans.

"The industrial and manufacturing expansion of America, which took place in the last decades of the last century, was carried forward largely by men who had seen active military service in the Civil War. To this training in part Mr. Westinghouse ascribes his own success, for in this same address we read: 'My early greatest capital was the experience and skill acquired from the opportunity given me when I was young to work with all kinds of machinery, coupled later with lessons in that discipline to which a soldier is required to submit, and the acquirement of a spirit of readiness to carry out the instruction of superiors.'

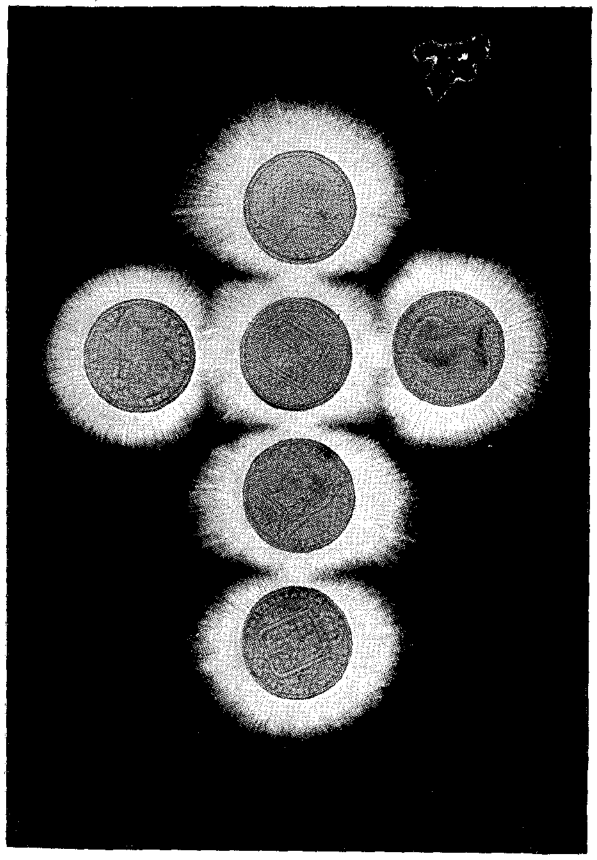
"It is a splendid thing for any man to know how to obey, to know how to carry out the instruction of his superiors, to know how to work with others for a common end. This is the thought often intended to be conveyed by the word cooperation. It is a little less harsh to say that a man must cooperate with his superiors than that he must obey his superiors, and inasmuch as it is less harsh, it is less forceful.

"We would not attempt to argue in favor of a huge military establishment for the United States, because of its advantage as a training-school to transform the green boy of the country and the untrained lad of the city into useful industrial workers. The gain would not be worth the cost. In the case of Germany the advantage to her industries through the training of her young men in the Army is but incidental and is not the aim or end of her military activities.

"At the same time this advantage is very real, and when considered in view of American conditions, lends considerable weight to the recent statement of President Taft that the introduction of military discipline into our schools would be of greater benefit to the country than the development of athletics as at present carried on."

ELECTROGRAPHS

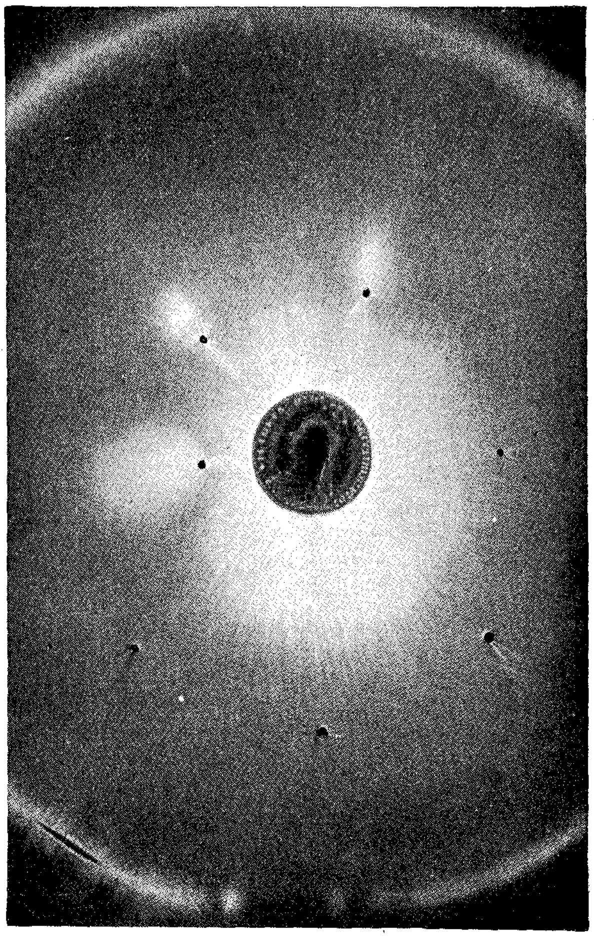
SOME INTERESTING PICTURES made directly by the electric discharge on sensitized films, are reproduced and discust in *Knowledge* (London, April) by A. W. Clayden, principal of the Royal Albert Memorial University College, of Exeter, England. Mr. Clayden says that he hit upon the phenomenon several years ago, when experimenting with an early form of Tesla apparatus. At that time he believed the results to be novel, but when he came to describe them he found that similar observations had been made by F. J. Smith at Trinity College, Oxford, and described by him in 1892, under the title "Inductoscript." His method was to place a coin or medal upon a photographic plate which rested on a conductor, and then connect the coin and conductor with the poles of a transformer from five to fifty seconds. On development the details of the face of the coin in contact with the film were revealed. He adds:



PHOTOGRAPHS WITHOUT A CAMERA.

By placing these coins directly upon a photographic plate and passing a current through them, they leave their image as if photographed.

"Seven years later, struck by the beauty of the discharge from the Tesla transformer, it occurred to me that if a number of metal bodies were to be placed upon a sensitive plate it should be possible to get some sort of reproduction of the surrounding discharges.



SHOT THAT SUGGEST TAILED COMETS.

The radiations around each shot streaming away from the central coin are strikingly like comets' tails streaming away from the sun.

"If, for instance, a brass sheet is laid on the working-bench, then a plate of glass, and a coin or group of coins upon the glass, on connecting one of the coins with one terminal of the transformer and the brass plate to the other terminal, the coins are seen to be surrounded by beautiful radiating coronæ caused by the discharge. I therefore substituted a photographic plate, film side uppermost, for the glass and let the discharge pass for a second or two. On developing, I was surprized to see that not only were the details of the radiating discharge far more perfectly rendered than I had expected, but the modeling of the whole face of the coin in contact with the film was sharply revealed.

"In order to get the detail it was necessary to have the coin actually resting on the film. In some cases it was lifted up a short distance, and the mere thickness of a threepenny bit was found to be enough to spoil and blur the image. . . . . . .

"Mr. Smith attributed his photographs to the electric current, or at least the electrification of the film, but in the case of my observations it is not easy to say whether the action on the film was due to the discharge or to the light of the discharge. A coin under the conditions of the experiment, that is to say, in contact with one terminal of a Tesla transformer, is luminous all over, and the longest rays spring from the sharpest convexities, such as the edges of the milled rim, in accordance with the general rule as to the distribution of a charge on conductor. . . . . . .

"One specially interesting photograph shows a single coin and seven small dots. This was taken by connecting one terminal with the coin, then placing some small shot on the plate (the dots) at different distances, and finally connecting the other terminal with a ring of brass wire about six inches in diameter and concentric with the coin. The discharge was passed for one second and the plate then developed.

"The corona round the coin at once calls to mind the solar corona, and the luminosities attached to the shot suggest comets' tails. Each shot has two fans of light, a broad one pointing away from the center, which is larger as the shot is nearer, and a narrower sheaf connecting the shot with the coin, which dies out with increase of distance much more rapidly than what may be called the outer tail.

"Without trying to found any argument as to the nature of comets' tails and the light sometimes seen pointing from a nucleus toward the sun, the pictures are certainly very suggestive, and the actual discharge as seen by the eye is much more strongly so. . . . The phenomena are in the main only what the known facts of the brush discharge would suggest, except that I feel sure no one would have supposed that it would be possible to reproduce such detail without the use of any lens or camera."

PERFECTION IN ARTIFICIAL EYES

THE MODERN artificial eye can do everything except see. The latest models, known as "reform" eyes, are made of cryolite glass and are hygienic as well as deceptive. Frank Dillingham, our Consul-General at Coburg, Germany, writes in *The Daily Consular and Trade Reports* (Washington) that, owing to the new technic in eye manufacture, there can now be produced all the characteristics of the human eye which had not been possible in enamel work. As late as 1880 all artificial eyes showed a pronounced boundary line between the iris and sclerotic, or outer covering of the eye. They touched one another, while in the human organ the sclerotic turns into a transparent coat called the cornea. The sclerotic is lined with a highly pigmented membrane called the choroid, which changes according to the age and state of health of the eye. This peculiarity of nature may now be imitated so that now this choroid can be produced to suit every case. He continues:

> "With this discovery the last link in the chain for producing an imitation of the iris was arrived at, but by far the most important matter, the shaping of the eye, remained defective and needed improvement. The new prosthetic eye received the name 'reform eye.' To be of value, however, it must be made to fit the eye socket exactly.
>
> "To-day it is possible to give to the reform eye any form desired, and in most cases they can be worn even at night. Besides their undeniable cosmetic and sanitary value, these reform eyes have the additional advantages of greater resisting and lasting qualities, as regards breakage and wear, and their introduction has at last given the prosthetic eye the place due it as an indispensable hygienic remedy.
>
> "At times attempts have been made to replace the breakable glass by vulcanite or celluloid, but such efforts have long since been given up as useless. The fragility of artificial glass eyes and their sudden cracking through changes in temperature can be reduced to a minimum by careful work. If eyes crack without apparent cause, it is usually a sign that they are cheap, so-called 'stock' eyes, where quantity rather than quality is aimed at."

The way in which glass eyes are now made in Lauscha, the center of this industry in Germany, about 24 miles from Coburg, is described by the author. Here their manufacture is altogether a house industry. He says:

> "The eyes are usually made by one member of a family, and the art is handed down from one generation to another. A gas flame is used for melting the glass and the method of manufacture is as follows: A small drop of white glass is put on the white blown ball from which the sclerotic is to be made, and is then blown so as to make a circle about 8 millimeters (0.315 inch) in diameter. On this circle the structure of the iris is built by means of thin, variously colored glass rods. A drop of black glass makes the pupil. Over the finished iris, crystal glass is melted in order to imitate the cornea. The further manufacture is similar to that given in the first description."

SNAP-SHOTS IN COLOR

THE NEW processes for making colored transparencies by photography, altho their results are interesting and beautiful, fall short of giving us a complete and satisfactory system of color-photography. One of their shortcomings has always been that the color-plates could not be used except for time-exposures. Even a view taken outdoors in bright sunlight, with the ordinary aperture, says Ernest Constet, in the *Revue Scientifique* (Paris), requires about a second. He goes on to say:

> "For the photographer accustomed to the extreme rapidity of ordinary gelatin-bromid plates, this is too slow, for it hardly admits of the reproduction of animated subjects. It is true that in using exceptionally luminous object-lenses . . . the exposure may be reduced to nearly $\frac{1}{10}$ second, but this is not generally practicable. . . . Another solution, which is much more interesting, is that of Mr. C. Simmen, who has succeeded in making the autochrome plate eight times more rapid, with the assistance of a very simple treatment, combined with a modification of the compensating glass screens, of colored glass."

Simmen's system depends on the fact that the apparent slowness of color photography is not due to lack of sensitiveness of the plates, but to the fact that the screens, etc., necessitated by the plan, absorb nine-tenths of the light. Simmen finds it possible to omit the yellow screen usually employed with the plates, by using certain newly discovered chemicals with the sensitive emulsion. The preparation involves delicate manipulation, but with his plates an exposure of $\frac{1}{50}$ second may be made in bright light. Thus the usual range of moving objects accessible to the ordinary snap-shot may now be taken in colors. The writer also notes that, owing to the work of other photographers, it is now possible to take color-photographs by flash-light. This has already been done successfully merely by increasing the quantity of flash-powder used, but the actinic power of the light is so different from that of sunlight that here too special screens must be provided—a different one for each kind of powder used. Besides this, the common flash-light powders are dangerous explosives, and the increase of the quantity used is likely to cause trouble. This latter objection may now be avoided. We read:

> "Messrs. Lumière and Seyewitz have recently prepared a very luminous powder whose oxidizing agent is potassium perchlorate. This salt, tho richer in elements of combustion than the chlorate . . . is not subject to spontaneous explosion and resists the action of shock even when mixt with a very oxidizable metal like magnesium or aluminum. This stability makes it possible to utilize perchlorate powders, even in large quantities, with perfect safety. . . . Applied to color-reproduction with autochrome plates, this powder requires the interposition of a special screen."—*Translation made for* THE LITERARY DIGEST.

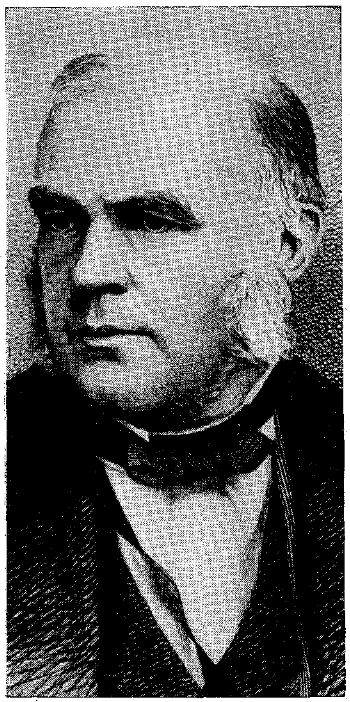
RIGHT OF WAY IN THE AIR—Mr. Henry Harrison Suplee, writing in *Cassier's Magazine* (New York), foresees that some sort of restraint must eventually be put upon the aviators, for "the conditions of existence upon the surface of the earth, with the air above free to all sorts and conditions of flying-machines, will become unendurable." The serious aspect of the question appears in the fact that "property rights," private as well as public, may be invaded. Thus we read:

> "The owner of a house and farm may put his sign by the roadside, forbidding trespassers, and be wholly within his rights. . . . [But to the aviator] the so-called private grounds lie spread out to view underneath, and may be examined, photographed, and even surveyed from above, while the owner is either ignorant of the intrusion or powerless to prevent it.
>
> "As with private property, so with public regulations. . . . Apparently the only manner in which authority may enforce any statutes regulating the conduct of the man in the air will be to catch him when he comes down to the surface of the earth."

LETTERS AND ART

OUR FIRST PHOTOGRAPHS

WHATEVER flatteries the modern photograph is capable of, the infancy of that art dealt in deadly honesty. As a man or woman was in the light of day so they remained in the record which the invention of Daguerre preserved of them. The earliest feats of this particular art of portraiture are now recalled by the celebration of the centenary of the birth of Dr. John W. Draper, the man who made the first photographic likeness of any person in this country. The model for his first portrait, which was taken in 1839, was Dr. Draper's sister, and his substitute for the modern camera was an old cigar-box with a spectacle lens. The New York *Evening Sun*, evidently touched by some romantic feeling for the age of curls and crinoline, becomes thus lyrical:



DR. J. W. DRAPER,

Who improved on Daguerre's invention and first produced portraits of human faces in daguerreotype.

"Those were the good old days! There has never been a photograph made since the time of the daguerreotype, in spite of all kinds of newfangled ways, that could equal the daguerreotype's exquisite beauty, delicate minuteness, and charm of color. The daguerreotype was made to last forever, and what is more, it told the truth and nothing but the truth, no matter whether the truth consisted of freckles, a crooked nose, or superfluous hair. Whatever the human defect was, it was there to stay, for no process of retouching made possible a 'Before' and 'After.' The girl who said, 'I mayn't be pretty, but mother says I got the intellects in me,' saw in a daguerreotype of herself nothing but her homeliness, for the photographer, or rather the daguerrean, or daguerreotyper, could not remove the freckles and substitute the 'intellects.' That feat remained for a later day.

"Taking it all in all, those really were the good old days! When you went to have yourself daguerreotyped, all you had to do was to dress according to several pages of directions, get your face whitewashed, and sit for the third of an hour with your body and head screwed in a chair while the sun roasted you in a 'skylight parlor' or the daguerreotyper's back yard. Of course, that was before a lot of improvements were made in the process, in the good old time."

The secret of the art was brought from Paris by Prof. S. F. B. Morse, whither he had gone in the interests of his invention of the telegraph. He got it from Daguerre, and, coming home, began to follow the Frenchman's lead in "taking" views out-of-doors. It was left for Dr. Draper to use first the living object, as the writer in *The Evening Sun* says:

"Dr. Draper, after studying the whole process, decided that it could be improved upon in some way to take pictures of anything living. His studies in chemistry and physics helped him greatly, and finally, working on the top floor of the New York University building, he made the first portrait of a person by a photographic process. The subject was his sister, Dorothy Catherine, and his camera was a cigar-box fitted with a spectacle lens. Professor Morse had failed to get any portraits of his daughter and her friends, altho he had tried often.

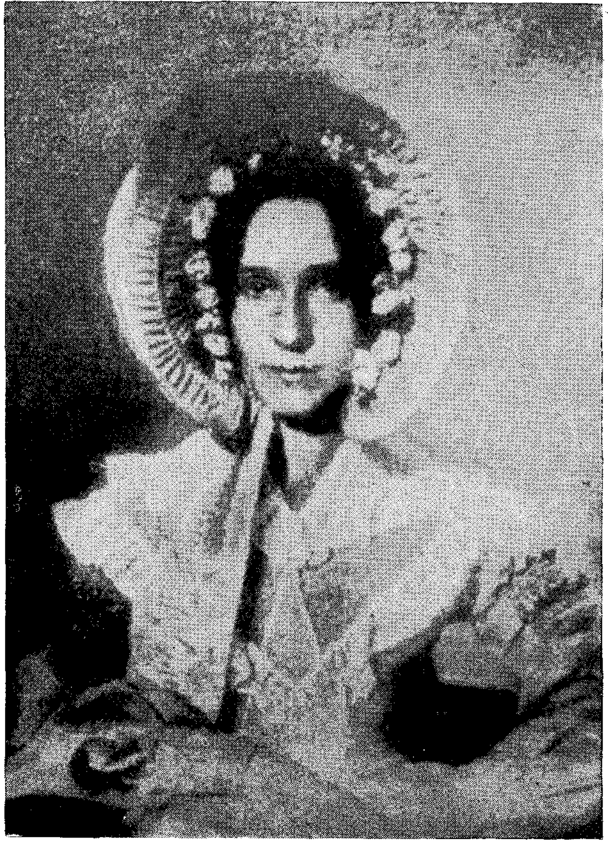
"Together he and Dr. Draper conducted a studio in the University building to accommodate the people who wanted to sit for daguerreotypes. The two professors felt justified in making charges for their work and for the lectures they gave concerning the process in order that they might be remunerated for the expense of their experiments. This was in 1840, and they took the daguerreotypes of many notables of the time, Dr. Draper operating the camera and Professor Morse posing the sitters and attending to the artistic details."

It required something more than the injunction to "look pleasant" to get the desired results. Dr. Draper and a Frenchman named Gouraud wrote out their directions in full. They ran in part as follows:

"The chair in which the sitter is placed has a staff at its back, terminating in an iron ring, which supports the head, so arranged as to have motion in directions to suit any stature and any attitude. By simply resting the back or the side of the head against this ring, it may be kept sufficiently still to allow the minutest marks on the face to be copied. The hands should never rest upon the chest, for the motion of respiration disturbs them so much as to make them of a thick and clumsy appearance, destroying also the representation of the veins on the back, which, if they are held motionless, are copied with surprizing beauty. . . . . . .

"The eye appears beautifully; the iris with sharpness, and the white dot of light upon it with such strength and so much reality and life as to surprize those who have never seen it before. Many are persuaded that the pencil of the painter has been secretly employed to give this finishing touch. . . . . . .

"The person, if a man, must be drest in a clear gray coat; pantaloons of a little deeper hue; a vest of a fancy ground—yellow, orange, if possible—with figures of a color to make a contrast; the whiteness of the shirt contrasting with a cravat of a gray ground either a little less dark or more deep than the coat. The toilet of the lady should be of the same shades, and in all cases black must be constantly avoided, as well as green and red."



Illustrations with this article from "The Evening Sun," New York.

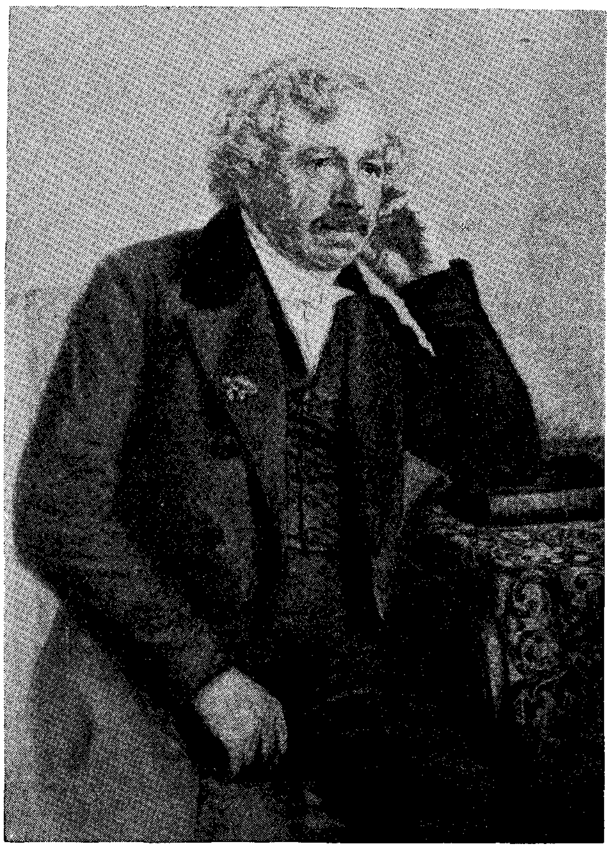
FIRST PHOTOGRAPH OF THE HUMAN FACE.

Portrait of Dorothy Draper in daguerreotype made in 1839 by Dr. J. W. Draper, of New York, who used for his camera a cigar-box and a spectacle lens.

Those with an antiquarian turn of mind will perhaps cherish some of these facts that *The Sun* rescues from the early day:

"The general interest that was excited caused people to wish for daguerreotypes, and amateurs and regular daguerreans appeared all over the country. . . . . . .

"At first nearly all daguerreotypes were taken by side windows. The first studio with a skylight was established at the corner of Broadway and Chambers Street, on the top of the Granite building, and soon 'skylight pictures' were featured in the advertisements. The best known of New York daguerreotypers were Meade Brothers, Bogardus, Powelson, and Pickwell. Meade Brothers, as the firm called itself, had the most spacious galleries in New York on the second floor of the Astor House. They had the distinction of being the only daguerreotypers in the world to take a daguerreotype of Daguerre himself.



JACQUES DAGUERRE.

Tho he invented the process that bears his name, this is the only portrait daguerrotype ever made of him.

"Along with Brady, Gurney enjoyed a national reputation, but Brady was the better known. Besides his 'Famous National Gallery' in New York he had one on Pennsylvania Avenue, Washington, D. C. There Brady and his employees took daguerreotypes of men who were to play a prominent part in the Civil War. Brady was enterprising, and after the war had begun he sent out wagons that followed the troops.

"American daguerreotypers were acknowledged to be the world's leaders. At the World's Fair in Paris, 1851, when they numbered over 10,000, the daguerreotypers of this country took the first prize with a remarkable exhibition. In England, France, and Germany the superiority of American daguerreotypers was acknowledged by advertisements of 'the American process.' The best daguerreotyper in London was an American, Mayal, and in Paris the same held true with Thompson.

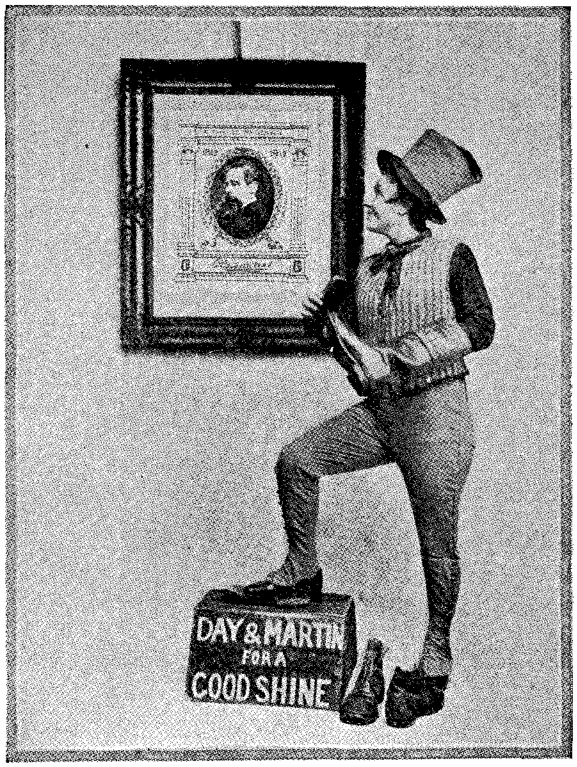
"The price of daguerreotypes varied from $1.50 to $15, according to the size and case. There was no extra charge for wax to keep wing-shaped ears from standing out or for wads of cotton called 'plumpers' to fill out hollow cheeks. The reduction of the time of exposure to a minute or so helped to decrease the cost. The ordinary size of a daguerreotype was 2¾ inches to 3 inches, and it cost from $2 to $3. The largest size was 13 inches by 14, while the smallest was made for a locket.

"In 1896 the only daguerreotype studio in the United States was at 19 Tremont Row, Boston. It was in charge of Mr. Hawes, of the old firm of Southworth & Hawes, and there, among daguerreotypes of Webster, Pierce, Garrison, Sumner, Jenny Lind, Charlotte Cushman, and Harriet Beecher Stowe, any one who had the inclination and the money could sit for a daguerreotype. But now there are no daguerreans; the present generation has no use for daguerreotypes except as mementoes."

SPREADING "DICKENS STAMPS"

"SAM WELLER," in the print we reproduce, looks with benevolent approval on the stamp that has been devised to mark the centenary of Charles Dickens. Others who feel an affectionate interest in the author of *Sam Weller* are afforded various and interesting methods of showing it. One of these is to have their names inserted in the "Dickens Centenary Register" at the great writer's birthplace. If any of our readers should feel moved to such an act, they can cut out the design on the next page, affix a "Dickens stamp" in the vacant space, and after signing their names below it, send it to Mr. F. A. Jones, honorary secretary of the Dickens Centenary Testimonial, 21 Spruce Street, New York City. The stamp movement "progresses splendidly," so we learn from a recent number of the London *Sphere*, where it is said:

"Practically every distinguished man in English and American literature has given the movement his blessing. A million and a half of these penny stamps have been distributed among the news agents of Great Britain for sale, and a fresh million will shortly be issued. It is hoped that at least £10,000 will be raised before we celebrate the Dickens Centenary next year. This money will be a graceful compliment to share among Charles Dickens' children and grandchildren who need it. The project would not have been set on foot had it not been discovered that there were descendants of Dickens to whom the money would prove acceptable. It will mean very little to many a Dickens lover, the purchase of a shilling's worth of stamps, but the accumulated shillings will mean a great deal to some members of Charles Dickens' family, who through no fault of their own are far from well-to-do. It does not matter whether the stamps are fastened into books or not; the purchase of them is a debt we owe to Dickens, whose works have meant so much to many of us."



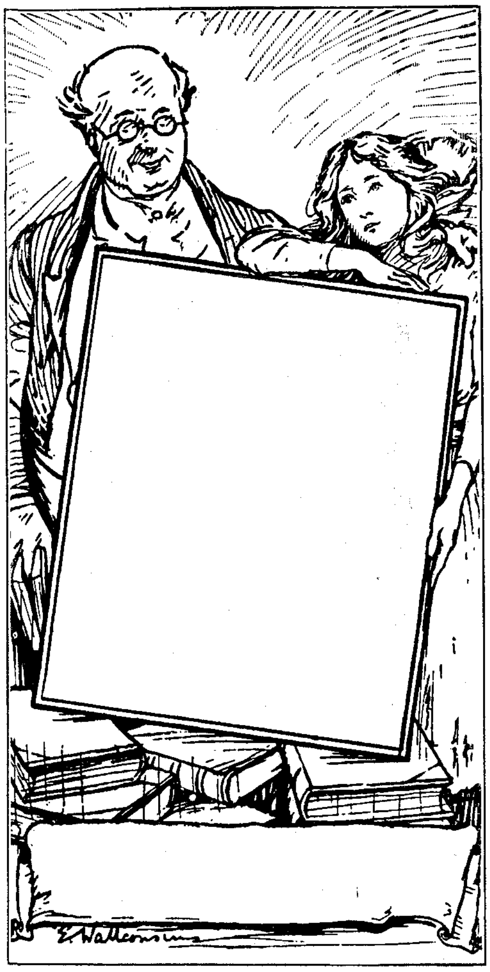
From "The Sphere," London.

"SAM WELLER" AND HIS CREATOR.

The servant of *Mr. Pickwick* beams approvingly on the emblem designed to assist the needy descendants of Charles Dickens.

GIRLS WHO STUDY MUSIC ABROAD

After the phrase of the wise old "Farmer's Almanac," "about this time of year look out for the young woman going to Europe to study for grand opera." The adapter of this prognostication is one of our leading music critics, Mr. W. J. Henderson, who "deems it his duty to say a few words on this rather delicate subject." The subject is rendered "delicate" by the fact that so many aspirants for operatic honors have only mediocre voices, and this Mr. Henderson regards as the "worst thing that can befall the average girl," because such are not willing to sing on the concert platform or in church choirs, when their teachers have told them they ought to be where Destinn, Farrar, or Mary Garden now stand. Of course, teachers are to blame for saying this; but they, poor things, have an economic problem too, and if "conscientious instructors tell the girls frankly that they have not sufficient voice for the stage and that they had better go into concert," they forthwith go off to some other less conscientious teacher who will nourish their delusions of the sure success behind footlights. Here is what Mr. Henderson has to say in the New York *Sun* of the girls who are taking ship:



JOINING IN THE DICKENS MEMORIAL.

This design is provided for readers who wish to enroll their names in the "Centenary Register" at Dickens' birthplace. See opposite page.

"Now what the writer wishes to put before the ardent young aspirant for operatic honors is this. As a 'business proposition' opera is, for the great majority, indescribably bad. It is bad for a man; it is much worse for a woman. It is quite true that Mary Garden, Destinn, and Farrar get large salaries. But opera is sung in the United States, Great Britain, France, Germany, Austria, Russia, Denmark, Sweden, Spain, Hungary, and Switzerland, not to speak of Mexico, Brazil, and Argentina, and in all those countries there is just one Garden, one Destinn, and one Farrar. There has been only one tenor in all time who could compete with Caruso in earning-power.

"What sort of remuneration does the opera-singer of modest ability receive? There is a pleasing fiction that the rates are all high in this country. The truth is that this is the case only with the salaries of the famous artists, and none of them receives as much as the sensational newspapers say they do. But that point need not be discust. Let us take it for granted that there are thirty or forty living singers whose salaries are important. There are not so many, but call it that, and compare their position with that of the ordinary singer.

"When an impresario who knows his trade, and most of them do, finds a young aspirant with a pleasing appearance and a fairly good voice, he promptly offers her a contract for five years. She thinks that is a magnificent thing, and so it is for the impresario. The salary put before this young person is from $250 to $400 a month. Salaries of this kind have been laid at the feet of pretty young singers who have appeared already in prima-donna rôles in Europe. The impresario on this side of the ocean knows exactly how prima-donna débuts are effected on the other side and they do not carry any weight with him.

"On $400 a month the young singer will have to be good enough to sing principal rôles on 'off nights.' If she is not up to that requirement she will have to content herself with a salary of from $25 to $50 a week. None of these salaries is large enough to enable her to live well and pay all the expenses of her profession. Her costumes will eat up a considerable part of her income, and her physician's bills, of which she will always have one running on account of the exposures of travel incident to the operatic career in this country, will take an additional portion. She will be compelled to keep a maid unless she is doing pages in 'Tannhäuser,' etc., when she will be in the ranks supervised by the attendants of the house."

This, however, presupposes the stage of study successfully past. Turning back from viewing the thorns of an accomplished career, Mr. Henderson scrutinizes the thistles that strew the path to even such a position:

"Let us take first the case of a young woman who has gone to Berlin to study piano. What has she to do with opera? Altogether too much. Five out of eight of them find that studying piano is not child's play. They discover that no amount of labor will transform them into Aus der Ohes or Zeislers, and the studio of the master is not like *Gabor Arany's*. Their money runs low. Their ambition sinks. They are thinking of giving up in despair and returning home, when suddenly some friend says: 'But you have a voice!'

"Then follows the advice to study singing, and the next thing we know the young woman has rushed off to Herr Lautgeschrei to study 'voice.' But her money was exhausted? Oh, yes, dear reader, but there are ways of adjusting such difficulties and they are practised so assiduously in Berlin that American women have a most unenviable reputation there. But of course all the young women who seek the operatic career in Europe do not begin as students of piano. Certainly not. There is the great and glorious operatic land of Italy. Thousands of them go there year after year, not only young girls, but women who possess honest and devoted husbands struggling along in this country and vainly hoping that their wives may recover from the operatic hallucination.

"To be sure you can understand that there must be some little trouble in getting a first hearing. There is no trouble at all. The student goes to Italy and places herself under some well-known master. The rest is easy. He procures her a hearing before an impresario. Then comes the business proposition. 'The signorina understands, does she not, that it is very costly to conduct opera-houses?' Of a certainty the signorina has guessed this. She waits to hear an offer of 25 lire a week. Nothing of the kind. The amiable impresario suggests to the signorina that an appearance can be arranged not by his paying her but by her paying him. And much! The signorina is staggered. It is impossible. Then, sighs the impresario, he does not know how she will ever obtain a début, for it must be on the same terms anywhere else in Italy.

"Then the signorina looks sadly at the carpet and the impresario pensively pats his own knee. At length in a most gentle and insinuating voice he remarks. 'But doubtless the signorina has some good friend who would be glad——?'

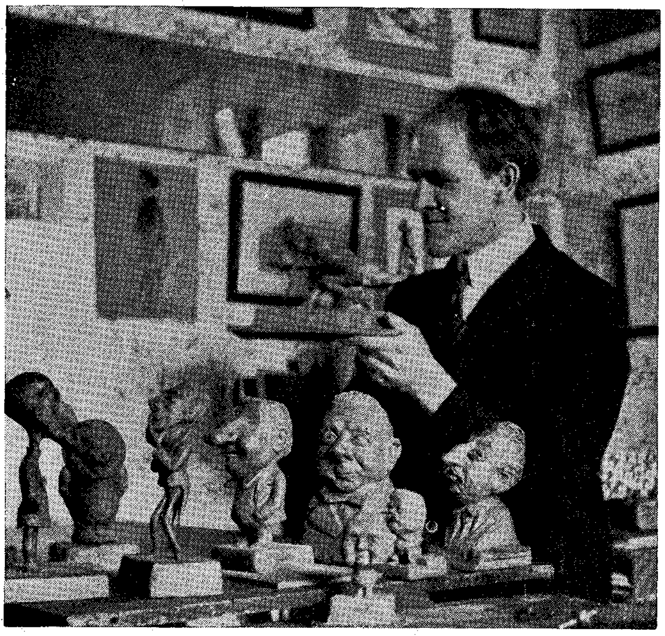
"He pauses with an interrogatory inflection, and the signorina slowly gathers in the meaning of his suggestion. And this, dear reader, is a business proposition which is often made."

A more humble but less humiliating career in America affords this pleasing contrast:

"A public school-teacher who receives $2,500 a year and has enough voice to earn another $500 singing in church on Sundays, who is through with her work at 3 o'clock P.M. on five days in the week and free the other two, who has a two months' vacation in the summer, not to speak of numerous holidays at other times, and who does not have to furnish any elaborate costumes or keep a maid, is far better off than the minor opera-singer who earns $2,000 in five months and is perhaps out of an engagement the rest of the year."

THE WORLD IN CLAY

CARICATURE, which seizes as its own all mediums for expression, is now using clay. The manipulator is Jack Sears, who seems a fair competitor of the clever Max Beerbohm in hitting off the physical idiosyncrasies of his subjects. Max contents himself with line, however, and is even now convulsing London with an exhibition of his ruthless treatment of many of her bigwigs in politics, law, art, and literature. Jack Sears has a tolerable collection of figurines as the picture here shows them ranged before him. He calls them "clayettes" and a writer in *The Morning Telegraph* (New York) gives this account of them:



JACK SEARS WITH HIS GALLERY.

These are caricatures in clay, not for publication, but mainly for private consumption. Actors, editors, public men and men of fashion have had their personal foibles thus perpetuated for personal contemplation.

"Young Sears convinced himself that here, at last, in this new form of clay caricature, he had found a means of having 'something to say' in pictures that no other American artists or sculptors were 'saying.' In course of time he had made striking figures of Prince Troubetskoy, George Arliss in the guise of Molnar's *Devil* as well as in every other rôle he has portrayed in recent years; a life-like miniature reproduction of Charles F. Murphy, with which even Tammany Hall could find no fault, and another of Dean Van Amringe, which sent a laugh rippling down through all the classes in Columbia University.

"By this time a type of clay caricature which one would expect from a German or French artist had become popularized, and Jack Sears found himself busy 'doing' figures of theatrical folk. Society—invariable copyist of the stage—clamored for figures of its leaders, headed by that most industrious of all social ringmasters, Frederick Townsend Martin."

One of his most successful figures is that of "Bob" Davis, editor of the Munsey publications. Any one who knows Davis well enough to have visited his office, says this writer, "will recognize the lifelike fidelity of the pose in which he is shown gripping his telephone and striking terror to the heart of an author with nerve enough to raise his rate to three cents a word." The artist's success in hitting off his people is charged to his cleverness in sketching. On this point a story is told by the artist himself:

"A few months ago I was on a subway train and a distinguished-looking man and woman entered the car, taking seats near me. After making a careful study of them I paid no further attention, busying myself reading about the next man up to the bat, etc. After awhile I noticed the seat vacant where these people had been, and in leaving the car they had forgotten a large bundle of abstracts, deeds, etc. I picked them up and wondered how I might find the owner. On the outside envelop was the name of a New Jersey trust company. Taking a postal, I sketched a picture of the man who had left the papers, and addrest this postal to the trust company, writing alongside of the sketch:

"'This man left a bundle of abstracts in the subway and I have them; do you know him?'

"Next day came this answer: 'Papers belong to Dr. ——, —— Street, New York City. We have written him to call on you.'

"That shows the value the artist obtains from sketching.

"I believe that in order to advance in art it is absolutely necessary to sketch and to continue to sketch all the time. No matter where I go I make sketches of everything that interests me, either directly or from memory."

And if you wish proof that Sears's drawings are faithful to their models, adds *The Telegraph*, why, ask the man who got his legal papers back.

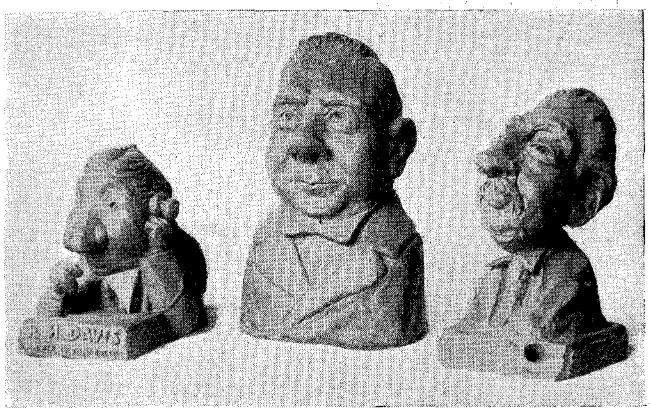
BRITISH DISCONTENT WITH OUR ART

THERE NEVER seems a chance of agreement between the Old World and the New on what our painters should paint and our poets write. When a group of American pictures goes to a European exhibition we are often chided because we have not sent "the characteristic thing"; we have simply sent copies of the things that issue from Parisian ateliers in hundreds. So likewise the American poet, unless he adopt the measures of Whitman, is charged with being no worthy son of the New World. The third "Annual Exhibition of Oil Paintings by Contemporary Artists," lately held in Washington, brings forth a long lament from a writer in the London *Times* because American art is lacking in imagination, in true pictorial quality, and is, in short, without charm. "A large proportion of the canvases," says this writer, "were, both in class of subject and in treatment, almost wearingly alike." More than this, "there is curiously little departure from beaten paths, and a poverty of soul amid much excellent technic." The writer settles down with a somewhat fatigued admission of "the truism" that "American art must not be expected to excel in imaginative qualities." He sizes us up sadly by saying: "The American genius has been understood to be, and as likely to remain, practical, interesting itself chiefly in its immediate environment—*in things actually seen—so that the fields in which* it is most likely to show peculiar excellence would be landscape and portraiture." The writer finds this judgment curiously borne out by the recent exhibition:

"The first impression, an impression which deepened with familiarity with the collection, was one of the extremely narrow range covered as compared with an exhibition of similar size and quality either in England or on the Continent. In the 332 canvases there was seemingly not one historical painting, even of any subject from America's own history. Studies of the nude, as might be expected, were confined, with one exception, to two or three minor canvases in which the figures are incidental; but, what is less to be expected, not a single painter chose to handle a classical theme. With the exception of two canvases there was nothing Scriptural. There was no incident drawn from the literature of any country, no indebtedness for a suggestion to any poet or to the stage; and no studies of wild animals beyond a not too conspicuous stag to give color to a landscape, and but two or three pictures of still life, one of which, by Mr. W. M. Chase, is extraordinarily clever. What is, perhaps, more noticeable is that there was hardly any attempt made to make use of the intensely pictorial qualities of modern industrial America, nothing of the splendid glamour of great furnaces, no idealization of the Titanic forces of machinery; no nocturne of Pittsburg, of the Chicago River, of commercial Philadelphia, or the New York water-front; no vision of mine or workshop or factory.

"One is tempted to suspect that this rejection of a range of subjects which appeals immediately to every foreign artist who visits the United States and might be supposed to carry so strong an appeal to the American temperament, can again only be due to the fact that their proper handling makes too large a draft on the poetic or imaginative qualities of the painter. The negro is not utilized, nor, with the exception of two pictures by Mr. E. I. Couse in his now familiar style, is the Red Indian. One was, in fact, imprest with the continued iteration of the same themes—landscapes, chiefly of American scenery, not often ambitious or especially imaginative, portraits, and studies of contemporary figures, with an admixture of domestic interiors and a handful of sea pieces, conspicuous among which, both for its feeling and its pictorial quality, was a large canvas by Mr. Frederic J. Waugh, of the Spanish Main, a fine reach of tumbling ocean with old Spanish galleys in full sail."

The writer is inclined to "ascribe this narrowness of range and outlook to the lack in the United States of any commanding or inspiriting art influence." Going on:



"BOB" DAVIS, CHARLES MURPHY, PROFESSOR RUBNER.

"The chief influence traceable in the bulk of the work is, as might be expected, that of modern French painters; but one is tempted to think that the artist who has studied abroad finds no continuing inspiration after his return to this country. With a very considerable amount of picture-buying, and not a few notable art-patrons, there is not much interest in art, at least in American art, in the public at large; and what there is is diffused abroad over the continent and not concentrated as in European countries. While a local exhibition in any city in the country can always count on being well supported, the public at large does not listen to the talk of art critics or take any interest in the life of American art students or in the theories of contemporary schools; it does not agitate itself over the controversies between different teachers or the shortcomings of any official body.

"These are not topics which are in the air or are accustomed to be handled by the daily press.

"In the absence of any spur, then, from outside, American artists are obliged to rely for inspiration chiefly on contact with their fellows, which inevitably leads to uniformity of aim and a tendency to keep doing the same thing. Here also, as elsewhere, the majority of artists must paint to sell; and too often that means catering to the taste of provincial and comparatively uninstructed patrons; than which nothing is better calculated to discourage originality. It is a condition which does not reflect upon the American artist so much as on the conditions which create the uninvigorating atmosphere in which the artist lives. Which again is only to say that, in spite of all the growth and the intense self-culture of the last few decades, the United States has not yet developed that stimulating art atmosphere in which alone can a distinctive or vital American school of painting come into being."

PRINCE TROUBETSKOY,

The Russian portrait painter, who married the American novelist, Amelie Rives.

The writer does not suspect that he has not at command all the necessary data to support his position; and the New York *Evening Post* is not slow to point out to our captious critic his own shortcomings. It says that "he is wide of the fact in supposing that such material for the artist's brush as he refers to has been overlooked by American painters":

"There has been no lack of recognition of the paintable qualities of negro and Indian, cowboy and roustabout; nor have there been wanting canvases depicting water-fronts and iron-works, slums and factories. If there are fewer of them to-day, the reasons are plain. Such subjects possess the charm of novelty to foreigners, but not to natives. Hence if their appeal is only by virtue of the unusual, it must necessarily be received coldly by the American art-patron. And artists 'must live.' If their purchasing public is not of the mind of the foreigner who is so eager for what is new and 'characteristically American,' there is no sense in producing that kind of work. Besides, even for art value and the benefit of the painter himself, there has come to be, as Mr. Kenyon Cox remarks, a perception of the fact that it is not well to 'strain our invention in the effort to discover some new spice for a jaded appetite.' And if American artists are more and more abandoning the idea of a native 'school,' with marked eccentricities or mannerisms, and are more intent upon the task of making themselves continuators of the great tradition in painting, that fact is full of promise that we shall have an American art truly worth while.

"The sound doctrine is admirably stated in Mr. Cox's article [*Scribner's* for April]. Neither in art nor in literature must we think to get better bread than can be made of wheat. Anything that is straining or convulsive, in the aim to be original, is only an instance of the folly which Burke spoke of as depending more upon invention than experience. So we hope that American art will continue to disappoint foreign critics who expect it to be fantastic and audacious and unlike anything in the heavens above or the earth beneath. If our artists can enter reverently into the heritage of the past and live in its best spirit and add little by little their own interpretations and make their slight additions or variations, they will do more to create a veritable national art than they could by wild experimenting and sensational innovations. . . . There is nothing to add to what Mr. Kenyon Cox says:

"'If we go on doing the classic thing in architecture until its language has become natural and easy to us, there is a possibility that we may begin to use it originally, and to produce, almost without knowing it, a national style. If we strive for originality now, there is little hope of anything better than the architectural chaos that we have had so much of.'"

HARRY LAUDER, GEORGE ARLISS, DEAN VAN AMRINGE.

SOME OF THE SEARS "CLAYETTES."

THE RELIGIOUS WORLD

WHAT A MINISTER SHOULD SPEND

IT MAY be because the clergy are least expected to possess a sense of humor that the layman's idea of what ministers ought to earn goes unchallenged. Most of the sacrifice that the layman demands is vicarious and the preacher is called upon to furnish it. A lawyer recently compiled an itemized list of what a minister's needs ought to be, and added a statement of what they should cost in dollars and cents. A writer in *The Continent* (Chicago), perhaps a minister, looks upon the production as a "gem of purest ray serene," which "might have been written by a farmer, or a cartman, or a blacksmith, or a cobbler, men of small earning-power, as a rule, and whose personal investment in equipment for life is not large." In quoting the table the writer does not present it as a guide for the Methodist Episcopal Church, which promises to take up the subject of ministers' salaries in its General Conference in 1912, or for the Protestant Episcopal Church, which has the subject under advisement. He expresses a rather natural amazement that it should come from the "representative of a class which understands the cost of preparation for professional life, and of maintaining a professional position in society." He goes on:

"We present it in full, explaining that the estimate was made on the monthly and not the annual basis. We have multiplied it by twelve.

"For a family of four with maid additional:

Table for five	$360
Maid	120
Fuel and lights	168
Benevolence	120
Medicine and physician	12
Stationery and postage	18
Carried over	$798
Brought forward	$798
House repairs, etc.	36
Travel	48
Books, papers, magazines	48
Clothing for four	156
Sundries	120
Total	$1,206

"Can not the minister have his life insured, then? Must his children be denied a college course? Must he always walk, rain or shine, be the distance long or short which he and his family must traverse? What does a nickel carfare amount to in a year? Only $18, for one, if the average fare paid be one a day. Who will pay for horse and carriage, when the pastoral duty carries the minister miles into the country? Where in the whole estimate is there a hint that the minister should keep the corollary of the Golden Rule by loving himself as well as he does his neighbor?

"It will be noticed that provision is carefully made that 'benevolences' shall have a tithe of all the minister receives. This tithe is 'neighbor-love' money. If the minister is to love his neighbor as he loves himself, the corollary must be true. He must love himself as he loves his neighbor. How, then, after he has expended his $1,200, is he to get his $120 for himself? Does the attorney who made the estimate live so? Does he spend nine-tenths of what he earns on living, one-tenth on the Lord, and have nothing to show for a year's work? We doubt if there is such a lawyer in America.

"How much salary should a minister receive? As much as he wants? No. As much as he needs? Yes. Is $1,200 enough? In some instances, surely. Is it too much? In less than one instance in a thousand is it too much. Suppose that out of such an amount a young minister could save $300 annually, and should continue for forty years to receive and save just these amounts. He would have at 65 or 70 years of age $12,000, plus what it would have earned by safe and wise investment—say $16,000. Then he could retire, and he and his wife could live on the $800 income the saved money would then bring in annually."

The latter case seems almost an ideal one to the writer. There "might be one among a hundred" ministers of whom it may be true. But it is not likely that "oftener than once in all the circle of your acquaintance" it will happen. The writer goes on:

"We hear it said, 'Ministers know nothing about business.' Why should they? They do know about the King's business. They know how to break the bread of life for hungry souls. They know how to kneel by the bedside of pain and pray for God's abounding grace. They know how to point heart-broken seekers for forgiveness to the open fountain where sin is washed away. That is the knowledge which congregations wish them to possess.

"We recently heard a pastor who has been preaching for twenty-five years read a paper that set forth the various calls which had come to him for advice, direction, assistance, and all other things conceivable. It was humorous, suggestive, and on the whole, as we think it over calmly, pathetic. Much of it could be matched in the life of the present writer. Each call represented at least a contribution made by the minister of time, or patience, or of that more valuable thing, common sense. And for none of these did he receive a penny of compensation.

"We know a minister whose situation in the city of his residence is such that he is called upon to serve at funerals of many outside his own church. Two funerals a week is probably a small average. These mean investments of time on which he receives no dividends; he expects none. He is not working for dividends. But the reservoir of sympathy in his soul is always open, and the outflowing stream leaves him often weak and empty.

"How much shall a minister be paid? Enough to keep him, as the call says, 'free from worldly cares and avocations.' How much is that? We wish it were possible for every layman and woman in the Church of Christ to exchange places for a month with some minister, and live on what the minister received, or had been promised that he should receive."

RELIGIOUS RECIPROCITY

WHETHER RECIPROCITY is a principle to become established in English and American Church life, it seems too early to predict; but some see the signs pointing that way in the recent exchange of preachers. Dr. Jowett has hardly arrived on our shores when it is announced that Dr. A. C. Dixon, of Chicago, has decided to accept the call of Spurgeon's old church, the Metropolitan Tabernacle of London. Dr. Dixon's decision had been pending for some time, awaiting, so he said to an interviewer from the New York *Tribune*, that church's willingness to abolish the century-old custom of collecting pew rent. Dr. Dixon had preached eight years in Baltimore, ten in the Hanson Place Baptist Church of Brooklyn, and six in the Ruggles Street Church of Boston before becoming pastor of Moody's old church in Chicago, which he has just decided to leave. The London church to which he turns was founded in 1652. Dr. Dixon has been in London of late as a substitute preacher and there gathered some impressions of English church life which he gave to his interviewer. Thus:

"Maybe the tide has turned. They're a wide-awake lot over there. They don't care anything about the preacher who requires that women shall take off their hats in church. Most of the sanctuaries are made especially for speaking, so that the question of that obstruction doesn't worry them. They don't split hairs over the Bible, either. Within a few months Dr. L. G. Broughton, of the Baptist Tabernacle at Atlanta, Ga., was called to Christ Church, London. So it looks to me as if the tide has turned. . . . . .

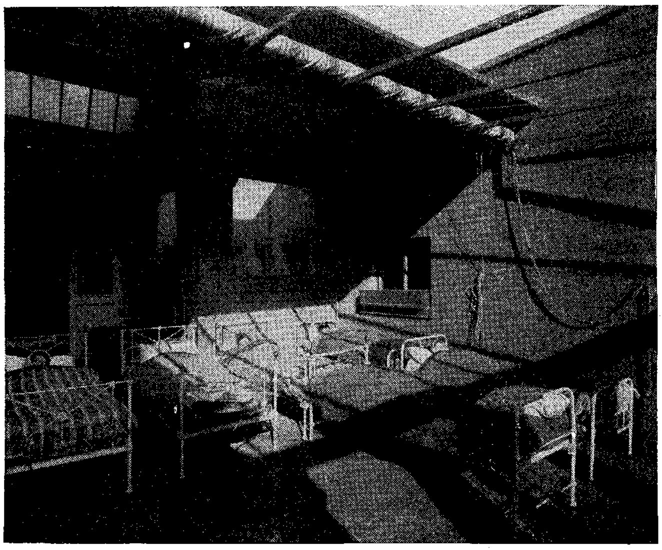
"In some respects they are ahead of us over there. This is true with respect to the exposition of the Scriptures. We pride ourselves on our higher criticism, but the British preachers give the people the simple truths of the Bible in a way they can understand them; they do not mystify and befog. That is what the people want everywhere, the simple truth of the Bible.

"In some respects the American clergy is ahead. Evangelistic work, for instance, is carried on more aggressively on this side. So it might appear that both countries would be benefited if there were an equal interchange of preachers; we should have the advantage of gaining in Bible exposition, and they would reap the fruits of a more energetic campaign in the homes of those who ought to go to church."

Dr. Dixon declares he was particular to inquire whether any prejudice existed against Americans as ministers, pointing out that his manners and speech were American—facts which might militate against him in "trying to win Englishmen to Christ." The trustees assured him to the contrary. Neither do they question the orthodoxy of our theological schools:

> "They don't bother their heads with the so-called higher criticism. So far as I know, they would not object to a man simply on the ground that he was educated in America. But they would not tolerate a preacher with hobbies that detract from his consequential mission.
>
> "An instance? Well, they require that he practise and preach a strict observance of Sunday. In the United States there is a tendency to relax on the commandment 'Remember the Sabbath day to keep it holy.' Sunday amusements are not only endured, but by some preachers are encouraged. Christianity under such conditions is an impossibility. You may surround the churches with brothels and gambling-dens and poverty and crime, but Christianity will grow. On the other hand, it will die when the State and the Church sanction violation of Sunday observance. In England the law is enforced, and there is strict observance of Sunday. There is far less crime. In all the great city of London the murders number under twenty annually, and 95 per cent. of the murderers are hanged. In America less than 2 per cent. of the murderers are hanged.
>
> "The problem over there is somewhat different from that here. Altho there is less crime and also less vice in London than in Chicago, there are uncounted thousands that are merely ungodly, that never give consideration to their souls.
>
> "There is need to deal with a poverty that is unknown in this country. There is, of course, too much crime and too much vice. The churches are combating these evils, but in the mean time are turning their attention more and more to the ungodly poor to lighten their physical burdens and uplift them spiritually. The introduction of American aggressiveness into British pastorates would hasten the work."

The questioner put this pointed inquiry: "Is it easy to find among British preachers one who glosses over or winks at the sins of wealthy communicants and, this being so, could it explain why rich American congregations go abroad for pastors?" Dr. Dixon was reassuring:



THE TUBERCULOSIS ROOF CAMP.

St. George's Church provides this open air camp in the heart of New York City to assist in checking the white plague.

> "My acquaintance with English clergymen does not indicate that such is the case. A congregation that would violate the commandment regarding Sunday observance might desire a pastor who favored Sunday amusements. It might just as well break the whole decalog as one part of it, and likewise the pastor."

A CHURCH WAR ON TUBERCULOSIS

EMMANUEL CHURCH in Boston and St. George's in New York are likely the pioneer institutions in organizing "church classes" for treatment of tuberculosis. They are both doing it successfully, the methods employed being those laid down by Dr. Pratt, of Emmanuel. The patients selected are not hospital cases, but those in the early stage of the affliction whose cure it is hoped to effect in their home environment. These are supposed to be able to attend the class regularly and are sufficiently obedient and intelligent to carry out the prescribed routine of life in detail. The church class, says one of those in charge at St. George's, "derives its membership from working people, most of whom are contributing to the support of families. If they stop work to take the cure for tuberculosis, that support must be forthcoming from another source." Neither the public dispensary nor the private physician can do aught for the financing of such cases; but the churches, if they will, can best assume this responsibility, observes the writer. In *The Congregationalist and Christian World* (Boston), we are told that the work at St. George's was organized in 1907, made possible "by the support, financial and personal, of a committee of men and women active in church work; and by the volunteered services of the attending physicians." No distinction of age, sex, race, color, or religious affiliation is made, nor is membership in the class limited to membership in the church or parish. Further:

THE "CLASS" AT ST. GEORGE'S.

Where tuberculosis patients meet once a week for consultation with a physician and instruction in self-cure.

> "The class reaches a number of patients unsatisfactory to the private physician and inaccessible to the dispensary. These people will not give up a half-day's work and pay to go, of their own initiative, to the nearest tuberculosis dispensary and wait, sometimes an hour or more, in a crowded, noisy room—on the same bench, usually, with patients in every stage of the disease—in order finally to be examined by a physician who is an utter stranger to them. This is the more true if such patients have few symptoms, as is often the case, and do not believe themselves in need of medical advice. They can be and are reached by a personal friend or the church visitor, and can be induced to present themselves for examination at the church house, among patients belonging to their own neighborhood or circle of acquaintances, by physicians known to them personally, and at an hour arranged to suit their necessities. For an evening class is conducted once a month for the examination of applicants who are unable to come in the daytime.
>
> "The regular meetings of St. George's class are held Thursday afternoon each week in two rooms set aside for the purpose in the Memorial Building (parish house). One is the examining- and consultation-room where the patients are seen individually

by the class physicians. The week is then reviewed in detail, as each class member is required to keep an accurate record of his daily régime in a book devised for the purpose. So intimately do the doctors come to know the members of the class that these weekly conferences are more like friendly conversations for advice and encouragement than professional consultations.

"The other room is the class- or club-room for the social side of the organization, upon which so much stress is laid at St. George's. Here the wisdom and ingenuity of the committee are everywhere evident. Clean, white enamel paint, window-cushions, and, in the colder months, a blazing wood fire in the open fireplace render the room bright and cheerful. The class visitor (a trained nurse), one or two members of the committee, and some of the 'graduates' and older patients are always present on class days to welcome and encourage strangers. In the middle of the afternoon, milk or hot cocoa and sandwiches or bread are provided for all. No wonder it is easy to persuade newcomers to return and bring their friends and family for examination!"

Another feature of St. George's class is the Day and Night Camp on the roof of St. George's Deaconess Home. This is a sheltered roof-garden, with kitchen, dining-room, dressing-room, and bath adjacent. Here many of the women patients spend their days and some their nights. "This night camp also serves for some of the class 'graduates' who have returned to work and are thus enabled to avoid relapse by spending at least eight or ten hours of the twenty-four out of doors." Such facts of the history of the class as these are given:

> "Some idea of the work undertaken may be conveyed by the statement that since the organization of the class, three and a half years ago, 167 applicants have sought admission in the day class alone, and while but a small proportion of these were suitable for membership, something was done for nearly every one of them. The non-tuberculous were given such advice as they required or were sent where they could receive appropriate treatment, while many of the tuberculous were placed in sanatoria (not always an easy task), and others referred to the proper dispensary or hospital. Doubtful cases were kept under observation and treatment as long as was required to reach a diagnosis, and cases of need received immediate attention and relief through the committee and the church. . . . . . .
>
> "Statistics, as such, are rarely interesting, but a few figures, dealing with the results of treatment in the class, are significant.
>
> "Of 26 cases under regular class treatment for over three months, 10 have been 'graduated' as 'apparent cures.' Of these, seven were incipient cases and three were moderately advanced. Their average length of treatment was ten months. Twelve cases were 'arrested' at the time of discharge—six incipient, four moderately advanced, and two far advanced. Their average time under treatment was eight months. Four cases were progressive. Two of them were moderately advanced (one with a serious kidney complication) and two were far advanced. All four of the progressive cases were ultimately placed in suitable hospitals, where two of them have since died. Of six patients at present in the class, who have been under treatment over three months, four are 'arrested' and two are improved. Exprest in percentages, these figures mean: 'Apparent cures,' 31.25 per cent.; 'Arrested' cases, 50 per cent.; Improved, 6.25 per cent.; Progressive, 12.5 per cent.; or over 80 per cent. of cured and arrested cases. These results will compare favorably with statistics from the best sanatoria.
>
> "The vital difference between institutional and church class work in this great war against tuberculosis is the emphasis laid upon the individual. The class can do but a small part, but it does that part effectually. That this class work can also be done under the auspices of philanthropic societies, and offers them a splendid opportunity for greater usefulness, is obvious. Yet it is peculiarly fitting that the Christian Church should carry out the command to 'heal the sick' under conditions which demand a fostering and personal care not possible in large secular institutions."

The writer of this article enforces the need of cooperation among all branches of the service engaged in fighting tuberculosis. To the hospital falls the mission of caring for the advanced and dying cases that are the source of so much danger in the homes. The sanatoria furnish ideal climatic conditions; but the "church class" is an agency outside the special field of all of these, yet filling an important post.

BROTHERHOOD IN BRATTLEBORO

IF REVIVALISM has ceased to produce its old-time results in New England, the town of Brattleboro has found something like a substitute. In this Vermont city a campaign of meetings for men and boys was held from April 2 to 9 under the banner labeled "Better Brattleboro." It was led by Frank Dyer, general secretary of the Congregational Brotherhood of America. The campaign can point to definite and permanent results, says Roy M. Houghton in *The Continent* (Chicago), enumerating these:

> "1. Plans were adopted for a community center for young men and boys, to cost $50,000, and a committee of representative men was appointed to carry out this plan.
>
> "2. A 'Better Brattleboro Platform' was adopted as an ideal for the community, covering ten phases of community life. About 700 men and boys pledged themselves to this community ideal.
>
> "3. A permanent 'Better Brattleboro League' was organized, to carry on the work begun in this series of meetings and to give constant attention to moral and social needs of the community.
>
> "4. It was voted unanimously to close the carriers' window of the post-office on Sunday, giving the post-office employees their Sundays free from toil.
>
> "5. The manhood of the community has been lifted to higher levels, by having loftiest ideals of individual and community life exalted, and by having religion revealed in the most natural and manly fashion as something which is related to all life.
>
> "6. A new civic consciousness has been created by bringing men and boys together from all walks of life, to consider the things which relate to the common interests of the community life, and by pledging themselves to work for this common interest."

All elements in the community were brought together and harmonized by Mr. Dyer, "whose originality and versatility were evident in the organization and conducting of the campaign." Every Protestant church in the community was represented on this committee; a Catholic gave the address of welcome and another sang a solo at one of the meetings, which were "free from formality and stereotyped methods." Further:

> "There was frequent applause, and there were many speeches from the floor. The music consisted of an orchestra, a glee club, quartets, solos, and a chorus of fifty voices. A layman presided at each meeting. Scripture was read by a different layman each night, and prayer was offered by a minister.
>
> "Among the most interesting features of these meetings were the short speeches by citizens of the town, which preceded Mr. Dyer's address each night. The subjects of these short speeches included 'The Moral Betterment of Our Town,' 'The Advance of Brotherliness Among Men,' 'Guiding Councils for Life,' 'Working With Our Boys,' 'Industry's Third Partner, the Public,' and 'What Christ Means to Me.'
>
> "Variety of the meetings was one secret of their success. No two were the same. The leader did not repeat himself. The addresses covered a great range of human interests. The subjects were: 'The Twentieth-Century Man,' 'The Battle for Brotherhood,' 'A Man's World and a Man's Church,' 'A Man's Friends and a Man's Enemies,' 'The Boys of To-day—the Men of To-morrow,' 'The Church and Industrial Brotherhood,' and 'The World's Imperial Man.'
>
> "These varied interests of individual and community life were gathered up and unified in the last address on 'The World's Imperial Man.' Christ and the Church were exalted in each of the meetings. The audiences were made to see that the power and inspiration for any permanent betterment of a community must come from the churches. The report of the church survey committee had shown that the men were not bearing their share of responsibility for public worship of God. On the Sunday the count was made, there were two women to one man in the churches. As a consequence of this exhibit, a 'Go-to-Church Campaign' was launched in the midst of the meetings, and by means of a card, which reads as follows:
>
> "'We believe the greatest contribution the men of Brattleboro can make toward a better Brattleboro, is to maintain in spiritual power the public worship of God. In the name of all the churches in our town, we invite and urge all men in Brattleboro to come with their families to the church of their choice, next Sunday morning, for public worship.'"

MOTOR-TRIPS AND MOTOR-CARS

THE RELATIVE COST OF HORSE- AND MOTOR-TRUCKS

WHAT is described as "an informing record of actual cost of operation of a five-ton gas motor-truck in comparison with the cost of an equivalent amount of work performed by horsed vehicles," is presented in *The Commercial Vehicle*. The record, as kept in monthly periods, applies to an ice-wagon of five tons' capacity, that has been used in Tarrytown for transporting ice from manufacturing-plants to distributing-depots. It was operated over dirt and macadam roads, and often on hills. Round trips covered distances of 4 miles, 12 miles, and 17 miles, according to the stations reached. The load, however, was carried in one direction only. Had conditions permitted the carrying of loads both ways the actual ton-mile cost might have been cut in two. Average loads were of 11,000 pounds and daily cost of operation figured out very close to $13.24 a day, and the average ton-mile cost at about .107.

Elaborate tables are printed, from which the conclusion is drawn that to do the work of the motor-truck would have required 4.7 teams of horses, which would represent an investment of $5,405, as against $5,000 for the motor-truck. In addition, the horse equipment would have required about five times the storage space of the motor-truck. Figuring the total cost of the 4.7 teams and wagons at $4.50 per unit, an actual cost is reached for horses of $21.15 per day, as against an actual cost for a motor-truck of $12.97 per day, which means a difference of $8.18 a day in favor of the motor-truck, and a total saving for the month of $212.68. In the same paper is given another schedule of operating-cost of a five-ton motor-truck covering a longer period. The writer says:

From "The Manufacturer's Record."

PLOWING IN ALBERTA, WESTERN CANADA, WITH THE TRACTOR OF A THRESHING-MACHINE BUILT IN RACINE, WISCONSIN.

"Another interesting schedule of operating-costs of a five-ton gas motor-truck covering a much longer period is given. This machine is in the service of a telephone company, and the figures cover a period of three years, from August, 1907, to August, 1910. The average cost per day for the third year (302 working-days), including interest, insurance, and depreciation, is $14.85, and the average cost per day for three years (890 working days), including allowances for the same fixt charges, is $14.15. In arriving at these averages interest is figured at 6 per cent., insurance at 8 per cent., and depreciation at 12½ per cent.

From "Harper's Weekly."

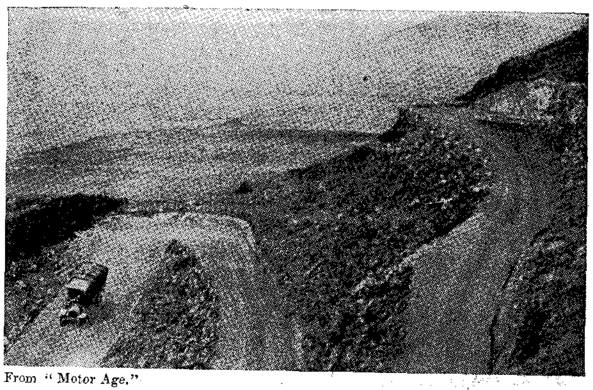
A MOTOR FIRE-ENGINE IN HUTCHINSON, KANSAS.

"In considering the record as disclosed, it should be borne in mind that the daily mileage is necessarily small owing to the special character of the service. This is largely confined to the city limits and necessitates frequent and long stops, during which the truck is used as a stationary power-plant for hauling heavy cables through street conduits by means of a power winch with which the truck is equipped. The great saving in time and labor cost, for a given amount of work, by the substitution of the power-winch for the old manually operated capstan is not apparent from an inspection of the table. In ordinary transportation service the same truck would be capable of a very much larger daily mileage with a considerable decrease in the cost per mile, even allowing for the probable increases in tire costs and machine repairs. It is also a fair assumption that a truck of the same capacity, embodying the improvements of to-day, would make a better record than a truck built in 1907.

"The record of a five-ton machine used in hauling heavy loads in city service is given. The record covers a period of six months, from July to December 31, 1910, and after making all allowances, works out an inclusive cost of $14.93 a day. It will be noted that the truck was operated with maximum loads, and that the driver was paid a high rate of wages. Depreciation was figured at the rate of 20 per cent. per annum."

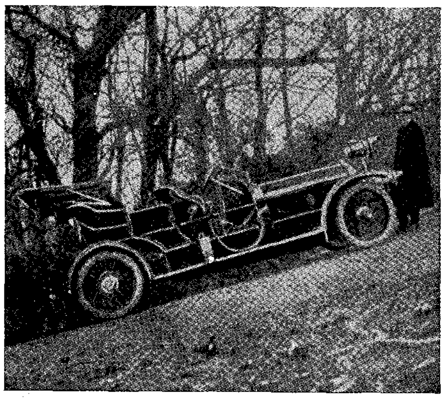
A MOTOR-TRUCK PARADE IN NEW YORK

Late in April there was held in New York a parade of motor-trucks which, in point of the number of cars participating, was notable. And yet, the motor-car trade had been far from unanimous in support of it, many prominent makers being without representation. Moreover, the weather was unfavorable, being cold and wet. The number of trucks in line, however, was estimated variously as from 300 to 500. Gasoline trucks predominated, altho electrics were well represented. The truck which caused the most comment was, perhaps, one which had six wheels and was used by a coal company. Another attractive exhibit was a car with a trailer, used by an oil company.


From "Motor Age."

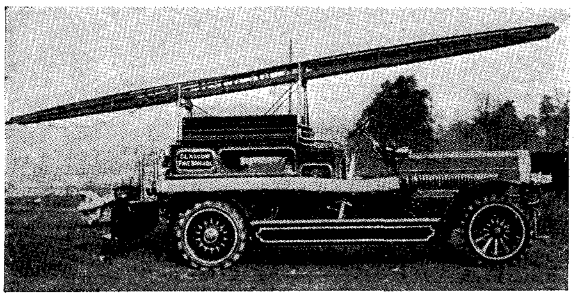
A MOTOR-TRUCK CLIMBING THE LAVA CLIFF ROAD NEAR SANTA FÉ.

The route was down Broadway from Seventy-fourth Street to Forty-sixth Street, where a turn was made into Fifth Avenue, the route proceeding down that avenue to Twenty-fifth Street, whence a turn was made into Madison Avenue, and thence up Madison Avenue to Forty-first Street, where the parade turned into Fifth Avenue, along which it proceeded to 125th Street. *The Motor World* describes it as "the biggest turn-out of commercial vehicles ever seen in this country." As a matter of fact, owing to the weather and the lack of general advance information as to the event, the parade was seen by very few persons. At no point were any groups of spectators gathered. The cars did not have exclusive possession of any streets, nor did they have the right of way. They proceeded along the route mingled with the ordinary traffic of the street, and thus escaped attention from most persons. It was hard to realize that any parade was in progress. Such success as was achieved under these conditions is worthy of particular note. *The Motor World*, in the course of an article on the parade, says:


A 50-HORSE-POWER CAR MOUNTING A ONE-IN-FOUR GRADE IN DEVONSHIRE, ENGLAND.

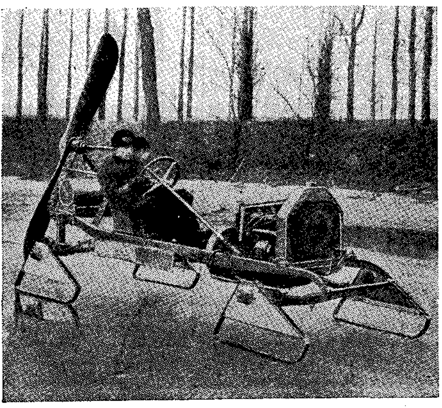
"An attempt was made to form the vehicles in line according to their makes and in alphabetical order, but while they started out almost in this order they soon became switched around more or less, owing to the traffic regulations and the craving for speed on the part of some of the drivers and their desire to 'get up front.' Apart from this wild scramble, the alphabetical scheme of assembly could not be adhered to, owing to the fact that many of the entrants had cars of several makes in the parade, and as they were desirous of having them all together, a second section was organized for their special benefit. It was chiefly in this second section that the interest centered, as it was the larger of the two and was made up of the trucks of practically every department store and many of the smaller merchants throughout the city. In accordance with one of the privileges of the parade, which permitted entrants to send trucks loaded with merchandise to be delivered after the finish of the run, a great many of the vehicles in this section were piled high; coal trucks, brewery trucks, milk trucks, all carried full complements of the wares of their respective owners, thus adding a picturesque touch to the turnout.

"Concretely, the parade was more or less of a department-store affair, for tho many of the commercial-vehicle dealers in the city were represented by new and shiny products, those in the private owners' contingent by far outnumbered them. Nearly all the trucks carried canvas signs—generally as large as could be put on them—telling their make and to whom they belonged. Despite the action of the committee of arrangements in giving the entrants *carte blanche* as to the manner in which they might decorate their trucks, comparatively little embellishment, other than the signs, was in evidence."


A MOTOR FIRE-ENGINE WITH TURBINE WATER-PUMP IN USE IN GLASGOW.

MOTORS ON THE FARM

The economic importance of the motor for various kinds of work on farms was set forth recently at a meeting of the American Society of Mechanical Engineers, by L. W. Ellis, who is described as "traction building specialist" for a manufacturing company in LaPorte, Ind. Mr. Ellis pointed out that power is used by men for three great fundamental occupations—tilling the soil, manufacturing, and transportation. Of these, the fundamental one is agriculture, and yet agriculture has always been the last to feel the need of mechanical power. Animal power on farms has, for ages, been the chief power. On large farms there has been the least possible variation in methods and equipments from the methods employed on small farms. The limitations to animal power are definite and unmovable, and hence the increase in the size of farms, demanding increased efficiency in power, has called for mechanical devices. Moreover, there is a growing demand for the production of larger quantities of food. We have already ceased to export large quantities of breadstuffs, and are "considering the question of what we must do to be fed." Mr. Ellis declares that the problem of farm power overshadows all other factors involved in obtaining an answer to this question. He goes on to say:


CAR EQUIPPED WITH ICE RUNNERS AND AN AEROPLANE PROPELLER.

"To provide permanently a sufficient supply of food, teachings of agricultural scientists must be universally heeded. Better seed, deeper plowing, more thorough tillage must lay the foundation for greater yields from each acre. Waste places must be reclaimed, our whole productive area developed and occupied. But our present needs are enormous, increasing more swiftly than these ideals can be realized. Greater areas must be brought immediately into productiveness, and they must maintain maximum yields indefinitely, if production is to keep pace with demand.

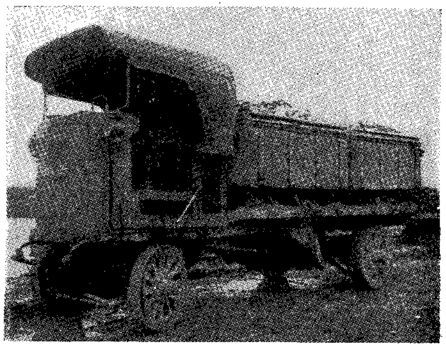
"The lack of power for plowing and harvesting is the tremendous obstacle to the sudden expansion into virgin fields of our productive area. The shallow plowing now generally practised consumes 60 per cent. of the total power expended in raising and harvesting the wheat crop, even on old land. Deeper plowing to secure maximum yields sharpens the necessity for power in the brief plowing season. The slow process of animal reproduction can not respond quickly enough, and the price of horses has increased 143 per cent. in ten years, in spite of a 50-per-cent. increase in the supply. To-day, in Canada, where great added power is imperative, horses can be purchased only in limited numbers. Even the United States Department of Agriculture can not find an adequate supply of brood mares for the future needs of the New South. Increased production can not safely depend on animal power.

"Nor is production the only consideration. Fifteen million work animals, and the 10,000,000 more to keep up the supply, scarcely develop sufficient power for present farm purposes. Their feed alone costs $1,250,000,000 per year, equaling the total income of 2,000,000 average families. Thus the crops from one acre in five are withheld from supplying human needs by the use of animals for farm power.

"Cheap mechanical power on the farm can be made to combine the intensive culture of the small farm, well tilled, with the economical production of the large farm, well managed. It is already doing so on the immense sugar-beet ranches of California, where 10,000 acres of beets may be handled by a single management with specially designed engines and machinery.

"Mechanical power need not impair fertility, as leguminous crops, gathering nitrogen from the air, can be plowed under more easily, and other animals can be kept which will produce human food instead of power, and return to the soil manure of even greater fertilizing value.

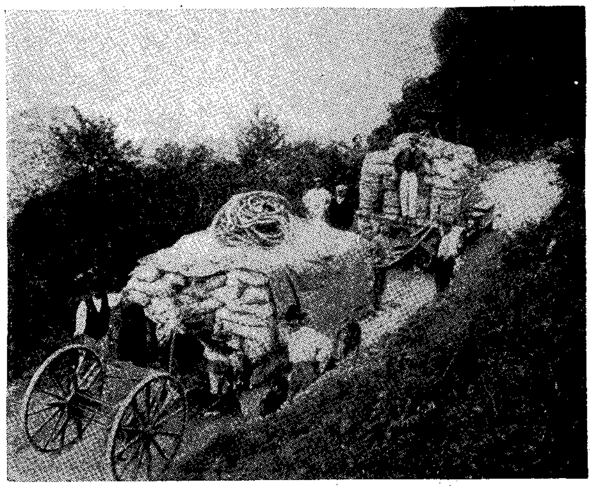
"For a quarter of a century mechanical power has taken the place of animal labor for operating stationary machinery on the farm. The small stationary gasoline engine of the last decade has relieved both man and horse of a host of minor duties. The automobile on many a farm has assumed the place of the light roadster and restricted the draft horse to the heavy work of the field. The farm field is the last and greatest stronghold of the horse, and the most difficult place for the substitution of mechanical power. But now, for large units at least, the farm tractor has become a fixture.


From "The Commercial Vehicle."

A DUMPING-TRUCK USED IN SUBWAY EXCAVATION IN PARIS.

"The farm tractor is the solution of the immediate problem. Of all the sources of power, it fits most easily into the present scheme of things. Excepting the thresher and the engine gang plows, we have no field implements or machinery especially adapted to the use of mechanical power. The prime mover which shall take the place of the horse must therefore be capable of drawing implements designed for utilizing the horse's power, at least until other means of applying power to the soil shall have been developed.

"The farm tractor does not age or deteriorate when idle, and requires neither fuel nor attendance when not at work. The time spent annually in caring for a horse will keep the tractor in perfect working condition. It will endure heavy work twenty-four hours a day instead of six, and outlive the average work animal in hours of service.

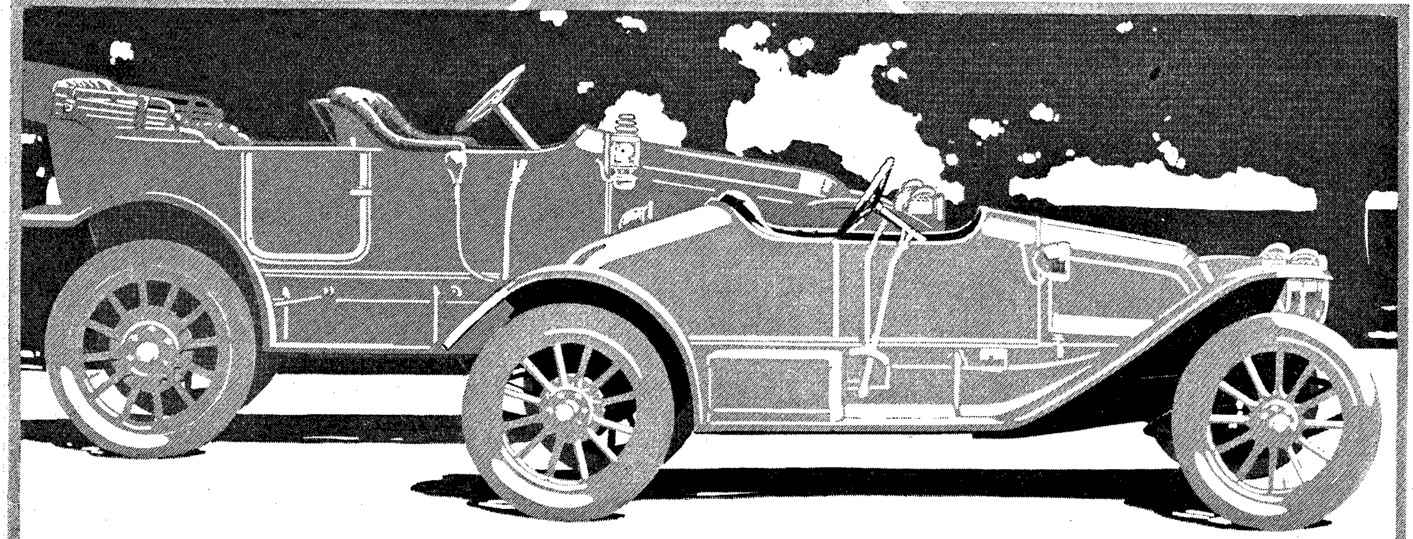

MOTOR-TRUCK AND TRAILER IN THE TYROLESE ALPS.

"The commercial efficiency of the present tractors is based largely on local conditions, such as the price of fuel, the accessibility and quality of water, cost of labor, topography, type of farming, and volume of work. It is greatest in sections where they may be used for general farm work. This, for the larger and more common types, improves large tracts of land, and, of course, the lowest possible grades. The distribution of work on small grain farms favors the use of the tractor rather than the horse.

"The cheapness with which the tractor

(*Continued on page* 952)

Franklin



The Franklin is the automobile with the air-cooled motor.

Franklin air cooling is the simple, natural, efficient system for the automobile motor. It assures reliability, lightness and freedom from complication. It can not get out of order.

Direct currents of cool, fresh air are drawn by the suction-fan fly wheel down through vertical steel cooling flanges set in the cylinders.

The speed of the fly wheel governs the amount of cooling air applied to the cylinders. Under the hardest and fastest service and in the hottest climate the Franklin motor cools evenly and cools properly.

Franklin air cooling does away with the heavy radiator, water jackets and all the other complications of the water-cooled motor.

Not only is weight saved in the cooling system but the Franklin is the only motor car in which light weight and resiliency are made principles of design—built right into the car.

Light weight and the resiliency obtained through using four full-elliptic springs, large tires and a wood chassis frame lessen the strain on every part of the car and give the Franklin a riding comfort and tire economy obtained in no other automobile.

Easy riding is the most important requirement of any motor car.

The Franklin line includes two "sixes" and two "fours", ranging in size from the six-cylinder, forty-eight-horse-power, seven-passenger Model H, $4500, to the four-cylinder, eighteen-horse-power Model G, $1950.

High power and six cylinders are the right combination; a four-cylinder motor is satisfactory only in a car of medium power.

Model D, $3500, is a thirty-eight-horse-power, five-passenger "six" that makes everyone "stand up and take notice".

The four-cylinder Model M, $2700, is a five-passenger, twenty-five-horse-power car so resilient and easily handled that it can out-travel heavy, rigid cars of twice the power.

Hudson Maxim says: "All cars must of necessity be either directly or indirectly air-cooled." Send for booklet "An opinion of the Franklin by a man you know".

If you are interested in automobile construction, send for catalogue.

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y

Whenever you see an
Arrow think of Coca-Cola

On Both Sides of the Counter

Whether you're shopper or clerk the result's the same—weariness, nervousness, thirst.

Store din, vitiated air, pushing crowds, heat, stuffiness—on your feet for hours. No wonder that by the time you get away from it all you're half dead with fatigue.

Coca-Cola

solves the problem. It will relieve your fatigue—calm your quivering nerves—refresh you—drive away your thirst. And you'll enjoy it—every drop.

**Delicious --- Cooling
Wholesome**

5c
Everywhere

Send for our interesting booklet, "The Truth About Coca-Cola."

The Coca-Cola Co., Atlanta, Ga.

Whenever you see an
Arrow think of Coca-Cola

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 950.)

breaks up virgin land and the simplicity of maintenance during idleness make for its use in the newer districts. The rapidity with which these sections are being settled is due quite as much to the use of mechanical power for plowing as to the extension of railway facilities.

"In the colder climates, where all crop operations must be rushed, and in climates where heavy work must be done under conditions of extreme heat the tractor naturally excels the animal. On the other hand, where work may be extended over long periods, and where corn, cotton, and other untilled crops require the use of a small power unit for cultivation, the lack of a small, flexible tractor favors the use of the animal."

Mr. Ellis entered into a discussion, at some length, of the consumption of fuel and the daily capacity of tractors:

"Comparisons of cost of operation are usually unsatisfactory, owing to the dominating effect of local conditions and the personal element. Anywhere from 5 to 20 horse-power hours may be needed to plow an acre. Ordinary loam shows a resistance of from 4½ to 5½ pounds per square inch of cross-section of the furrow slice, say 360 pounds for a furrow 6 x 12 inches. In plowing an acre of this soil, the 12-inch plow will travel 43,560 feet and require 7.9 horse-power hours in addition to the turns, etc. At Winnipeg it required from 12 to 19 horse-power hours to the acre, plowed 4 inches deep. The transportation of supplies is a highly variable factor. In fact, all factors are, and after trying for two years to secure dependable averages, I was forced to generalize in a report dealing with the situation.

"The manager of a noted Dakota farm this year puts the cost of producing an acre of wheat with horses at $8.45. A traction farmer in the same State produced a 200-acre crop of flax last year for $6.56 per acre, allowing for all overhead charges. Roughly speaking, the tractor cuts 10 cents from the cost of producing a bushel of wheat in a 20-bushel crop. The table summarizes the comparative cost of production with horses and an oil-burning tractor for conditions in Eastern North Dakota. Overhead charges on prime mover are included in the several costs of operations."

ACROSS THE CONTINENT ON TRACKS

In Chicago on March 25 arrangements were made for a trip by the car known as the "Bulldog," from the Pacific Coast at Vancouver to Montreal, a distance of 3,000 miles, by way of the Canadian Pacific. On the "Bulldog" are employed special railroad wheels, but otherwise it is equipped with the familiar motor-car power and devices for control. The arrangements include what is known as "routing," that is, the car will run on a time-table and be dispatched as trains are. Its standing will, therefore, be that of a special train, and it will carry a regular conductor as well as a train-dispatcher employed by the company. For nearly a thousand miles the country through which the "Bulldog" will make its way is impassable except by rail. In the Canadian Rockies the route in places has a grade as high as 161 feet to the mile. The "Bulldog" is expected to make this trip in June.

For Brain Fag
Take Horsford's Acid Phosphate
Relieves tired nerves, brain fag and headaches following mental strain, overwork or worry.

HOW PARIS TAXICABS ARE OPERATED

Some interesting facts as to the operation of taxicabs in Paris, giving in particular the arrangements made by company owners with drivers, are given in a letter from Paris to *Motor Age*. Paris was the first city in the world to organize a motor taxicab service, altho other cities have since put this service into larger use than Paris. Several reasons have led to this. One is that, in order to compete with horse-cabs, motors must be run, in Paris, at very low rates, and fuel is more costly in Paris than in any other city. Another reason is the difficulty of obtaining in Paris capable drivers.

In spite of these conditions, however, the horse cab in Paris is said to be doomed. Two of the largest companies have already disposed of three-quarters of their horse vehicles, replacing them with motors. No cab horses are longer bought, nor are horse cabs built any more. At present, there are somewhat more than 5,000 motor-cabs in service, and between 6,000 and 7,000 horse-cabs. Owing to the greater speed of motor-cabs, it is estimated that about three horse-cabs have to disappear in order to make room for one motor. The Paris system is known as the "one-driver one-cab-a-day" system, the vehicle being operated from six to twelve hours and remaining idle the rest of the twenty-four. An average working-day is ten hours. Experiments in using cabs for the full twenty-four hours have led to a conviction that such a system would be ruinous, drivers, when taking over a cab from another man, becoming "absolutely reckless" as to care in use of the machine, so that repairs are incessant and the responsibility for damage becomes divided. The writer says further:

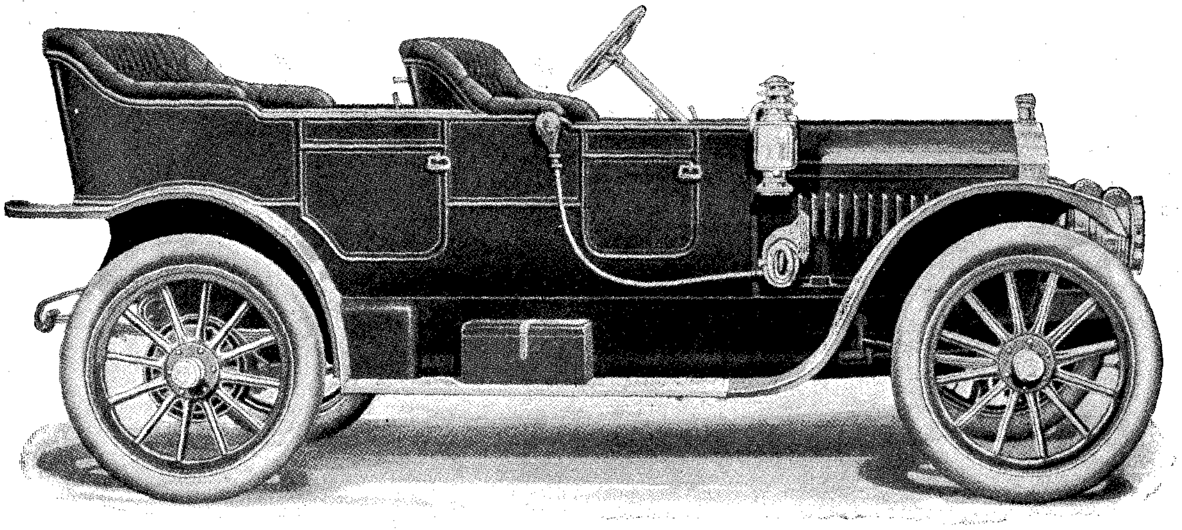
"In Paris, a considerable amount of liberty is allowed the drivers regarding the time they shall leave the depot and the number of hours they shall remain on the streets. All the companies stipulate that the cab shall show a certain average income, this average varying with the class of cab—for there are three distinct sets of fares in vogue in Paris—and with the season. Thus, the average must be higher in winter and during the height of the society season of May and June than it is at the end of August. It matters little to the taxicab company whether the driver spends six or twelve hours in making his average; as soon as he has made it and returned to the garage the cab is not taken out again until the next day. If any driver persistently fails to make his average his services are dispensed with.

"In nearly every case it is stipulated that the cab shall have left the garage not later than noon; a few companies fix the hour at 11 A.M. If the driver has not taken his cab out at this hour it is turned over to one of the reserve men. There is absolute liberty as to the districts in which the cab shall operate, none being rigidly attached to various hotels, theaters, or railroad depots.

"No Paris taxicab company now pays a fixt salary to its drivers. In practically every case the method is to give a percentage on the revenue, beginning at about 25 per cent. and increasing to 40 per cent. As an example, one company operating two-cylinder cabs gives its drivers 28½ per cent. on all receipts up to $6. From $6 to $8 the driver receives 32½ per cent.; on sums from $8 to $10 the percentage for the driver is 36½; above $10 the driver receives 38 per cent. The company provides the cab, together with tires and lubricating oil, and in most cases a rented uniform for the driver, while the

(*Continued on page* 954.)

The Elmore Valveless High Duty Motor Carries Conviction Straight Home to You



Five-Passenger Touring Model 36-B, 50 H. P. $1,750.

When you, as a business man, are confronted by incontrovertible facts, you do not hesitate to make the most sweeping changes in your methods.

That is the attitude of the average broad-minded American toward his recreations as well as his business.

That is why the Elmore Valveless **High Duty Motor** has been the most discussed gasoline engine in this country since it first appeared.

That is why we were obliged to treble our plant's capacity for 1911, and are now preparing to double, almost, the size of its present buildings.

You cannot ignore these amazingly important advantages, which are found only in our **High Duty Motor.**

High duty literally means a higher range of power than can be secured from any other engine extant.

In a preliminary sense this is due to the fact that the four cylinders of the High Duty Motor, unlike any other in existence, act as a single power unit—not as four separate cylinders.

This in turn is rendered possible by the principle of the patented gas distributer found in the Elmore and no other.

By means of this distributer the gas is "timed," so that by admitting it early or late, the Elmore owner may select that degree of power desired.

The Elmore owner thus has, within a range unknown to other motors, a low power for easy work or a high power for difficult going, with an engine that is ideally economical and efficient at every point.

The Elmore owner never needs to regrind his valves—never, mark you—the High Duty Motor has no valves.

Elmore

Valveless Two Cycle

The Elmore owner has a motor which does not carbonize, while the ordinary motor must be taken down at frequent intervals in order that the carbon may be scraped and chipped out.

The Elmore Valveless High Duty Motor has no small outer parts, while ordinary motors have twenty or more on each cylinder; must have them to operate its valves.

The Elmore Valveless High Duty Motor has twice the power impulses per crank shaft revolution of an engine with valves—more nearly continuous power than is possible with any four cycle motor yet built or likely to be built.

The four related Elmore cylinders have as many power impulses as could be secured by an eight cylinder four cycle, could such a motor be made practical.

Ask us for the 1911 Elmore book, as your first step in relation to these important questions. Better write for it today.

Roadster Model 25, 30 H. P., $1,200. Touring Model 25, 30 H. P., $1,250.
Demi-Tonneau (Detachable) Four-Passenger Touring Model 36-B, 50 H. P., $1,750

ELMORE MANUFACTURING COMPANY

1704 AMANDA ST. CLYDE, OHIO

Victor-Victrola

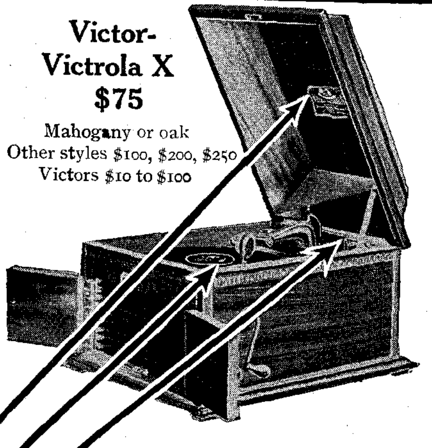
The most perfect musical instrument the world has ever known.

The Victor-Victrola possesses all the virtues of the famous Victor, but has improved sound-amplifying surfaces instead of a horn and all moving parts are entirely concealed.

Like the Victor "it plays itself", nothing being left to uncertain skill —therefore an artistic rendition is always a certainty.

It brings to you the world's best music sung and played by the foremost artists and delivered in a sweet, pure, mellow tone-quality that is absolute perfection.

ON THE LID
ON THE RECORD
ON THE CABINET



Victor-Victrola X
$75
Mahogany or oak
Other styles $100, $200, $250
Victors $10 to $100

Victor-Victrola XIV, $150
Mahogany or oak with racks for records

Stop in any store where you see the famous Victor trade-mark and ask to hear the Victor-Victrola. You'll be astonished and wonder why you have waited so long.

Victor Talking Machine Co.
Camden, N. J., U. S. A.
Berliner Gramophone Co., Montreal
Canadian Distributors
To get best results, use only Victor Needles on Victor Records

Victor "HIS MASTER'S VOICE" REG. U.S. PAT. OFF.

Look for the Victor dog on every Victor-Victrola

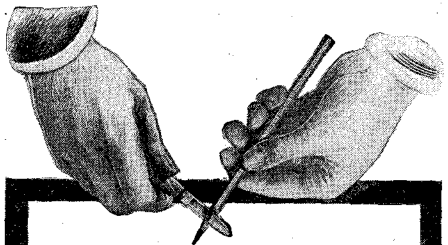
New Victor Records are on sale at all dealers on the 28th of each month

LE PAGE'S LIQUID GLUE 10¢

LE PAGE'S
LIQUID GLUE
PATENTED
TUBE PAT'D
THE BEST
RUSSIA
GLOUCESTER
AWARDED FIVE

Ready for instant use — mends everything—holds fast. Sold in pin sealing tubes (like cut) and in cap sealing bottles. Every dealer sells it because everyone demands it. Useful to man, woman and child in making things as well as mending things.

Library slips with every bottle and tube



YOU can be certain of finding the same quality of *straight-grained cedar* and gritless smooth leads in all of

DIXON'S AMERICAN GRAPHITE PENCILS

They express finality in goodness of material, and careful workmanship. Eighty-four years use of this principle has made Dixon *the* pencil-word.

JOSEPH DIXON CRUCIBLE CO.
Jersey City, N. J.
Send for Dixon's Pencil Guide—gratis

(*Continued from page* 952.)

latter has to buy his own fuel. In addition to his percentage, each driver is entitled to all the *tips* he receives, and in most cases he considers it his duty to dodge the taximeter and cheat his company as much as possible. Knowing that cheating is carried on to a very large degree, some of the largest companies engage a large staff of plain-clothes inspectors to look out for drivers carrying passengers with the flag up, and indulging in other practises prejudicial to the company. Undoubtedly, the smaller companies, unable to maintain large staffs of inspectors, suffer severely at the hands of dishonest drivers."

In regard to the cost of fuel, the writer gives details as to the substitution of benzol for gasoline; benzol being cheaper. Nearly all cabs use benzol. Outside of Paris benzol costs 25 cents a gallon, inside Paris 26 cents. Drivers practically force on the owners of cabs the use of benzol, the cost of gasoline being nearly twice as much. Companies, however, strongly dislike the use of benzol. While satisfactory as a producer of power, it has a destructive effect on valves and valve seatings. But drivers will not use gasoline, and hence owners must submit. As a result of the high cost of fuel in Paris, single- and two-cylinder cabs are used almost exclusively, not more than 10 per cent. having four cylinders. London, however, has a "decided preference for four-cylinder cabs." Two cylinders have been used successfully in London, but they are outnumbered by the four-cylinder models. Conditions in London are different. Fares are higher there, and gasoline is cheaper, the average price to drivers being 19 cents a gallon.

SAVINGS EFFECTED BY MOTOR-TRUCKS

A large drest-meat company in New York has a mixt equipment of motor delivery wagons, nine of which are electrics and three gas trucks, the former being used for short deliveries, the latter for long-distance suburban ones. These vehicles have replaced a former equipment of wagons with forty-eight horses. They are sufficient to handle not only the existing business of the company, but a considerable future increase; so reports *The Commercial Vehicle*. A storage warehouse in New York has substituted four electric vehicles for vehicles which required seven horses, and reports a saving in expenses of $50 a week. It is estimated that this saving would be sufficient to write off the original investment when extended over six years, the life of the motor-vehicles, properly cared for, being seven years more. A large wholesale house in New York has furnished the following comparative statement of the cost of motor- and horse-drawn vehicles, the same being based on its own experience.

	1 Ton		2 Ton		3 1-2 Ton	
	Horse.	Elec.	Horse.	Elec.	Horse.	Elec.
Miles per day....	17.	35.	16.	30.	15.	27.
Ton miles per day	17.	35.	32.	60.	52.	94.
Cost per day.....	7.13	6.89	8.37	7.99	8.41	9.57
Cost per mile....	.419	.20	.523	.27	.56	.35
Cost per ton mile.	.419	.20	.261	.135	.162	.10

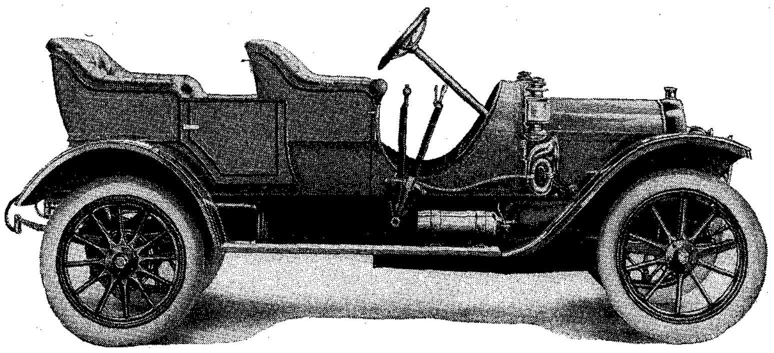
MOTOR-TRUCKS FOR THE GERMAN ARMY

German makers of military motor-trucks have caused considerable anxiety among commercial car builders in England, France, and Italy. The question has been raised among them as to whether German makers will not be able to secure practically all the orders given out in Europe for military motors. What gives German makers their particularly advantageous position is the fact that in Germany owners of every 5-ton truck built in accordance with the military requirements of the Empire, receive from the Government $1,000 a year toward its upkeep, provided they enrol their trucks so that they could be turned into military service, if needed. The consequence is that motor-trucks from German factories have become particularly attractive elsewhere than in Germany. The Government does not find its contribution to upkeep an expensive arrangement, since by means of it the Government is relieved from the responsibility of actual ownership, with no depreciation in rolling stock constantly occurring. Meanwhile, it has always at hand a good fleet of heavy trucks which may be called into service in any emergency. It is this subsidy, as explained in *The Commercial Vehicle*, which "is greatly helping the heavy military truck industry." Again, the German vehicle, having been standardized for the German Army, has come to be "considered good enough for other countries." German builders have had no difficulty in booking large orders from other countries and notably from Austria, Spain, and Turkey. The writer adds:

> "The main business in military wagons in Europe seems to have gone into the hands of the Süddeutsche Automobile Fabrik, of Gaggenau (Baden). Their vehicles take their name from the town where the works are situated, and so the brand of 'Gaggenau' is very well known in Europe to-day.
>
> "For some years the S. A. F. of Gaggenau has made a specialty of a four-cylinder 40-horse-power military, chain-driven chassis to carry three tons on its platform and haul two more tons on a trailer, the whole train running on rubber tires. Another type is the 50-horse-power four-cylinder model to carry four tons and haul five more; this vehicle has had much success in the hands of the Spanish war office. The latest Gaggenau development in the military motor line, however, is a 60-horse-power, four-cylinder truck and a broad-tired trailer. This vehicle is a new type, which, after severe trials, has been supplied to the Austrian authorities. It is shown in the illustration while dealing with no less than twenty-five tons at a time in connection with the construction of fortifications on the Italian-Austrian frontier in the Tyrolese Alps. This large truck carries eight tons on its platform, and trails seventeen tons. For assistance in loading and unloading a crane is fitted, as also a winch with winding drum for hauling the loaded trailer up extra steep pitches. The steel, traction-engine type, rear wheels of the truck are itself reported to give a very effective grip on the road surface. When the vehicle is not in motion the motor is used as a stationary power unit for operating the crane and the winding drum. The S. A. F. military motor developments are attracting much attention in Europe."

PUBLIC GARAGES FOR COMMERCIAL CARS

It is maintained that Boston was one of the first cities to use motor-cars for business purposes. Very early had large stores put them into service as delivery wagons. They were also used in Boston several years ago as cabs. Their use as freight wagons has been quite recent, however. Motor-vehicles are now used in Boston by banks, publishers, coal and lumber dealers, as delivery wagons, and for general freight purposes. Several large commercial garages open to the public have sprung up. At least half a dozen such garages, says *The Commercial Vehicle*, are making an important business of caring for trucks and delivery wagons and most of them are constantly looking for more trade.



It's Motoring Time—It's White Time

WHEN the odor of the blossoming orchards—when the velvety carpet of countless meadows—when the lure of the road which winds in sunlight and shadows through all the splendor of awakening Nature—when all these invite you—call you—haunt your very dreams—it's Springtime—it's motoring time—it's WHITE time. If you never knew before, you realize then why an automobile was invented—why it has such a hold on those who use them—why it has so much in store for you—it will make life mean more to you—it will make you a better business man—better fitted to cope with the world. There is something about the exhilaration of the game that clears away the cobwebs from the brain—it makes men capable, because it feeds the hungry soul starved by city conditions—it is a legitimate investment—a real asset for each urbanite.

The White Motor Car—The Kind You Want

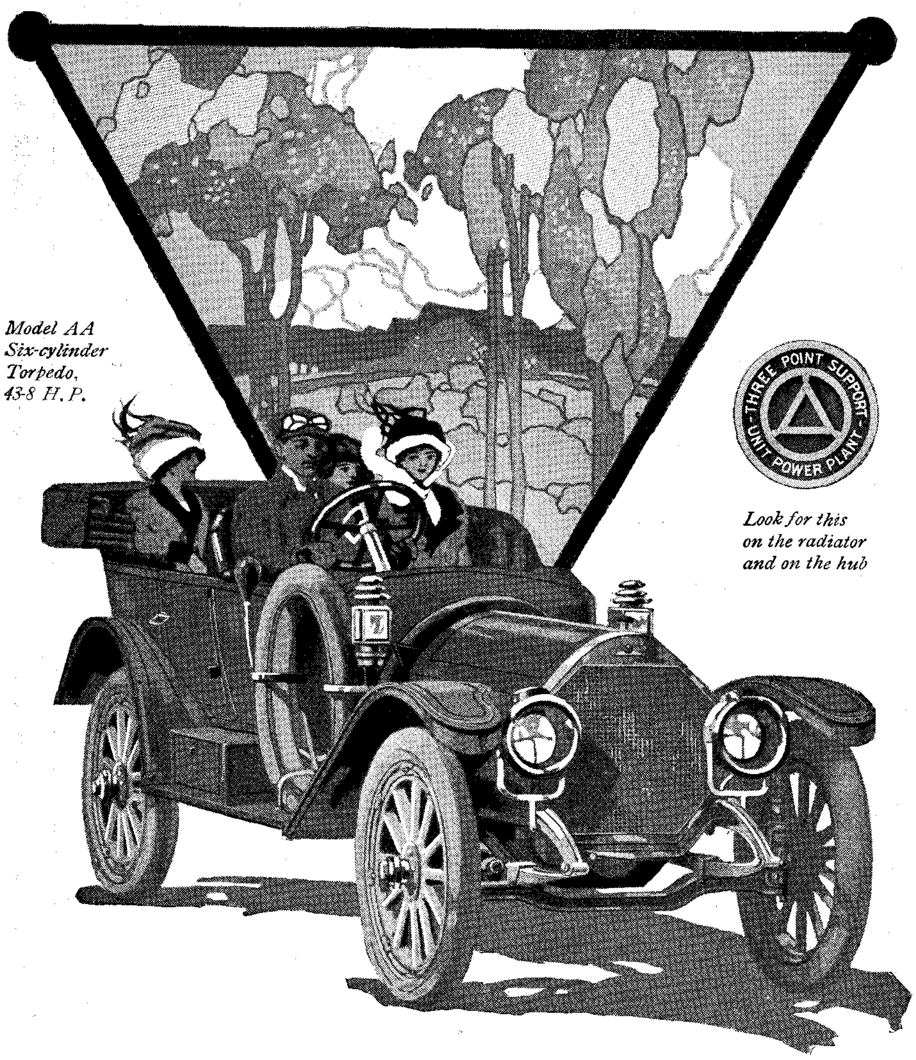
WHITE gasoline motor cars are the kind of cars for the most of us—they are built on honor, of the best materials modern science has evolved. There is nothing better in any car at any price to make a car more durable or dependable. The White has one of the most modernly designed engines—of the long-stroke type, which makes it powerful, while economical in the use of fuel. It will take you anywhere you want to go—anywhere that any car may go—with every comfort of any car, at a lower cost.

Judged by every test of operation—by every test that human mind can evolve, White cars are most satisfying.

The White Company

812 East 79th Street, Cleveland

Stevens-Duryea



Model AA
Six-cylinder
Torpedo,
43-8 H. P.

Look for this
on the radiator
and on the hub

FOR supreme satisfaction in touring: the Stevens-Duryea Six. With its "unit power plant" mounted on "three points," it has the maximum of power efficiency, the minimum of friction and strain, and a motor flexibility that is truly delightful.

Our booklet about "three-point support" is really interesting—and different. Mailed on request.

Stevens-Duryea Company Chicopee Falls, Mass.

Woodworth Treads

MAKE TIRES SAFE

THEY are practically proof against injury from glass, nails, broken stones, scrap iron and similar obstacles that cause injury and destruction to the ordinary rubber tire. If they are put on over good tires and the tires kept well inflated, the user can feel perfectly safe, regardless of the roads over which he has to travel. They are also an excellent non-skid so that he never has to use chains.

They are made of chrome leather studded with steel rivets and are held on the tire by coil spring rings on each side.

They fit all makes of tires.

Anyone can easily fit them on.

They save double their cost besides doing away with tire troubles.

Send for free booklet on the Preservation of Tires.

Leather Tire Goods Company
Niagara Falls, N. Y.

One occupies a new six-story fireproof building on Beacon Street, near Commonwealth Avenue, where vehicles are housed, cleaned, and repaired, and there is a full line of parts and an equipment of machinery for repair work. Several garages care for electrical trucks, one being in the heart of the city, and having a capacity of 100 vehicles. Plans have been drawn for the building of other garages in which to house commercial vehicles.

BENZOL AND GASOLINE

In discussing the remote possibility of a famine in gasoline, *The Motor World* prints an article on benzol as a substitute for it. Chemically, there is not much difference in the two. Benzol is a coal-tar product and gasoline a product of petroleum. The difference in price, however, is great. Practically no benzol has thus far been used in this country for motors. At one time it was employed quite extensively for enriching coal-gas, but this is no longer done. Its use in Paris is growing. While owners have to submit to the demands of drivers for the use of benzol, they have learned that, even when the injuries to valves are taken into account, benzol is more economical than gasoline. The writer says further as to benzol and drivers:

"The system of paying taxicab drivers a percentage of their takings and charging them with their fuel, obtains in a large number of instances in Paris. Wherein the reason for the use of the cheaper fuel is made plain. With rare exceptions, drivers purchase their fuel at retail from dealers established in the neighborhood of the garages. But whether it is obtained in this way or purchased at cost from the operating companies it always is benzol that is demanded. Desultory attempts to force the drivers to use gasoline instead of benzol have failed completely, the drivers refusing even to consider the higher-priced fuel unless the owners will consent to a revision of the percentage rates.

"By reason of the fact that there is an 'octroi,' or town tax, on all hydrocarbons, lubricating oils, varnishes, colors, etc., entering the city of Paris, taxicab drivers prefer, whenever possible, to purchase their fuel just outside the city limits where most of the suburban districts are free from this imposition. This system of permitting individual drivers to purchase their own fuel has resulted in the building up of a big business in the sale of benzol and gasoline throughout the suburbs west of Paris. Practically every grocer, color merchant, bicycle dealer, and not a few restaurant proprietors and wine shops have added the sale of these two products to their legitimate business. On entering the city, the driver pays a duty of two cents a liter on benzol or four cents a liter on gasoline, and here again the economy in the use of benzol is apparent.

"When a driver is called upon to make a long trip outside the city limits he naturally takes back into the city as much fuel as he took out, without paying duty again, and thus has the advantage of using untaxed fuel for the outside trip. Some one has facetiously remarked that 'there are tricks to every trade,' and it is reasonably certain that the Paris taxicab driver is not very far behind the times when it comes to turning an extra penny; his reputation for getting the best of the 'octroi' is rather unsavory.

"Naturally, on entering the city, the driver knows exactly how much fuel his tank contains, but the civic authority is not by any means as sure and can only make an approximate estimate. Consequently, there is a great temptation to declare a lower amount than there actually is in the tank, and thereby save two cents on every liter thus smuggled in. Occasionally, however, when a doubt appears to exist, the official will pump the tank dry and if any considerable discrepancy is found between the amount declared and the amount actually found, an exemplary fine is imposed on the driver of the vehicle for his attempt to evade the tax.

"Contrary to popular belief, practically no change is made in the carbureter when using benzol instead of gasoline, and several makes of taxicabs, equipped with the same makes of carbureters, use benzol and gasoline alternately in different sections of the country. Occasionally it has been found advantageous to raise the level in the float chamber or to increase the compression of the motor slightly, tho, as a general rule, the carbureters remain unchanged."

FOREIGN DEMAND FOR AMERICAN AUTOS

Trade statistics within the past year or two have shown an increasing growth in exports of American autos. Motor-car journals have been watching, with close attention, consular reports dealing with this subject. Recent returns are more and more favorable. Indeed, the subject has now attracted attention in Wall Street. A recent number of *The Wall Street Journal* printed, as a leading article, comments on recent returns on this subject, which show that, during the seven months ending in January last, the value of machines and parts exported was $6,908,346, as compared with $4,491,561 for the same period a year before, and $2,271,549 for the year ending January, 1909. Meanwhile, the number of automobiles imported from Europe has steadily declined, the totals for the months in question having been $1,340,749, as compared with $2,507,675 for the previous year. Canada took the largest percentage of our cars, next came the United Kingdom, and France came third. In commenting on these returns *The Wall Street Journal* says:

"One reason why American machines are gaining favor in Europe is that our methods of marketing cars are very different from the European customs, particularly in the handling of bodies. Over there the habit has been for the manufacturer to make the chassis alone, and a body-maker the body, forcing the buyer to deal with two concerns instead of one, naturally at an increased cost. The American builder turns out the complete machine, ready for use and at a more reasonable price.

"Statistics compiled for France, which furnishes most of the foreign autos for this country, give the number of private cars in use at the end of 1909 as 53,669, an increase of 8,900 over 1908, the total including neither taxicabs, omnibuses, nor commercial vehicles. The average power was 13 horse-power.

"Because of the high tax on horse-power in England, American cars are greatly handicapped in competing with the foreign makers. For instance, it costs over $100 a year for the tax alone to operate a six-cylinder 'fifty.' It is owing to this levy that the average horse-power of British vehicles is only fourteen or sixteen.

"Australia has become an excellent market for medium-weight commercial trucks, and it is expected that the current season there will prove the best on record with American makes in good demand. The White Company has an agency in Australia as well as in India, Cuba, Mexico, South America, London, and Paris.

"Russia is considered a good field for development and possibly the establishment

The truck that made the grade

The Portland Endurance Contest for Motor Trucks, proved an *elimination* contest on this 19% grade where the only truck in the heavy division that climbed this hill without trouble was this

Kelly Motor Truck

One well-known truck stalled three times before accomplishing this climb; the best known water-cooled truck "boiled" and had difficulty all the way; two well-known trucks started, stalled and had to back down and return to Portland. The Kelly alone took the grade without difficulty.

This demonstration of superiority of the Kelly Truck is representative of the kind of service it is giving in almost every industry today. It is represented in your line of business.

It is doing better work in your line than any other motor truck made. It will do better work for you and at lower operating cost than any other motor truck ever can.

What are the factors that have contributed to bring the Kelly home a winner in every instance?

First, the famous, exclusive Kelly (Frayer-Miller) Blower Cooled Engine; second, perfect balance and correct design; third, light weight in proportion to load capacity.

Write us today for full details of the work of the Kelly in your particular line

The Kelly Motor Truck Co., 206 Burt St., Springfield, Ohio

Residence Dr. L. A. Neill, New Decatur, Ala.

UNION METAL COLUMNS
(PATENTED)

The age of Classic Art and the age of Steel attain their highest expression and their utmost usefulness in Union Metal Columns for Porch or Pergola.

The ancient forms of Greece and Rome are retained in all their exquisite simplicity in these beautiful columns.

But the shafts are of solid steel—with seams securely locked and turned inside so as to leave a surface of perfect smoothness.

Impervious to the action of the elements, Union Metal Columns are as indestructible as the Pyramids—and inexpensive withal.

Send today for the artistic catalogue illustrating beautiful homes, gardens and buildings in which they are being used throughout the country.

Made in all sizes up to 40 inches in diameter and a maximum length of 35 feet.

The Union Metal Mfg. Co., 405 Maple Ave., Canton, Ohio

Never Wears Out

Any Member of the Family
above fifteen or sixteen years of age can crank a Corbin Car and handle it easily and safely.

YOU DO not want a complicated machine that requires a mechanical engineer to run it. You want a car that you can depend upon, don't you?

"But," you say, "how am I to determine which is the best car for me to buy?"

Perhaps that is a question you are asking right now.

Why not use the same common sense judgment in buying an automobile that you would in purchasing a watch? A ten dollar watch may look just as good as a hundred dollar watch. Quality is not always apparent to the eye. The difference is under the surface.

Your guarantee that it is actually there is the reputation of the manufacturer.

Don't let low prices blind you to the quality. Do not be caught by bargain offers. Remember the best is the cheapest in the end.

The reason for the great popularity of the Corbin Car is because of ample power to master any kind of roads—because it is easy to handle and gives no trouble—because it is just a bit better than the severest service demands—which surely justifies continuous satisfaction to Corbin owners.

Get a car that is specially built for hard usage and every-day service—that has

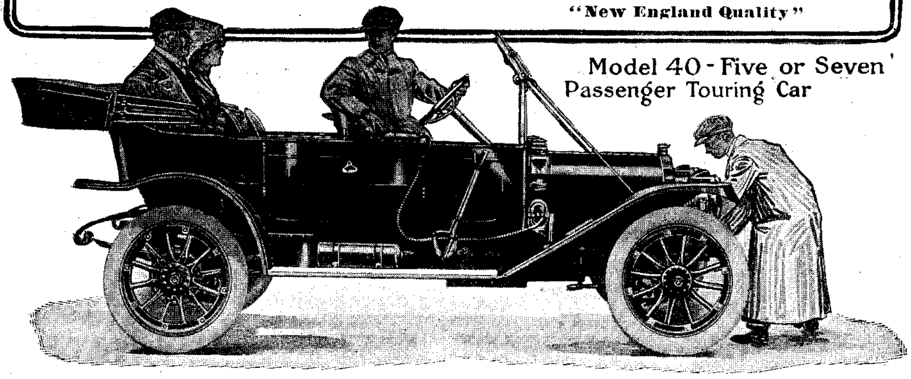
Abundance of Power, Simplest Mechanism, Ease of Handling, Low Cost of Maintenance, Strong, Durable Construction

Such a car is the 1911 Model 40, Corbin Touring Car, $3,000, which also includes, please remember, all equipment including Imported Magneto, Top with full set of Curtains, Adjustable Rain Vision Wind Shield, Warner Speedometer, Prest-O-Lite Gas Tank, Headlights, Combination Oil and Electric Dash and Tail Lamps, Storage Battery, Firestone Q. D. Demountable Rims, Tire Holders, Trunk Rack and full kit of tools, etc.

If you have put off buying because you feared "expense of maintenance" or the "real practical value," be sure and write us today for our beautifully illustrated catalogue, giving you the facts on all phases of the question of buying an automobile, also the name of the nearest dealer so that you may see and test the Corbin Car. Then you be the judge.

CORBIN MOTOR VEHICLE CORP'N .·. NEW BRITAIN, CONN.
Licensed Under Selden Patent

"New England Quality"



Model 40 - Five or Seven Passenger Touring Car

Insist on the DOUBLE GRIP CLIP
Supplied only by the Niagara, ideal for card indexes, book marks, and all papers and documents. **Niagara Clip Co., N.Y.**

Save 9/10 of Your Tire Repair Expense

For *five cents* you, yourself, can *permanently* repair *any puncture—easier, quicker, and better than by vulcanizing.* Even the *worst blowout*—in tube or casing—can be quickly repaired with just your two hands and

TIRE-DOH
Trade Mark Reg. U.S. Patent Office

It makes a *permanent* repair as *tough* and *elastic* as the tire itself *at one-tenth the cost of vulcanizing.* Use it anywhere—in the shop or on the road. Only 15 minutes to repair a puncture, an hour for a blowout.

Besides saving nine-tenths of your tire repair expense you can *double the life of your casings* by promptly repairing cuts and sand pockets with Tire-Doh. Prove it to *your* satisfaction *at our risk.* We refund your money *upon request.* Ask your dealer for a Tire-Doh Outfit *today*—price, $2. Or send us $2 and get one *express prepaid.* You run no risk. Money back if you ask it. Order Tire-Doh now and save money.

Atlas Auto Supply Co., 63 East Adams Street, Chicago

Investment Opportunity Extraordinary!

Absolute Safety of Principal That Will Have High and Ever-Rising Earning Power

The Investment We Are All Looking For

An Investment, embodying every safe-guard, yearly increasing in value, perpetually exempt from taxes, and unaffected by trade or financial conditions, is now for the first time offered in a very limited number of SHARES of a well-established, high-rated and conservatively managed Company.

A more essentially sound and better long period investment cannot be found. Equally desirable also as a temporary investment which can be liquidated advantageously on short notice.

The opportunity will meet approval for sums of $500.00 and upwards.

It would prove an ideal investment for parties desiring to provide wisely and safely for the benefit of growing children.

The fullest investigation courted.

Readers of The Literary Digest are invited to write for Financial Prospectus which, with any further information, will be gladly furnished.

WRITE TODAY

V. E. PRENTICE, Treasurer
175 Fifth Ave., New York City

of permanent agencies, as there is not only considerable government buying from time to time, but also a large private demand. Fuel is cheaper and more plentiful than in any other European country, and, owing to the dearth of railways, there is need of other forms of communication and transportation than those now in use. The sale of American cars in Russia is impeded by the general disposition to consider our machines lighter, cheaper, and less durable than those of foreign make, and this may be attributed to the fact that thus far only the less expensive of the American autos have been sold there. A strong and heavy vehicle, able to stand the wear and tear of poor roads, is the type needed.

"Last year the Argentine Republic imported $6,000,000 worth of automobiles, almost all coming from Europe. About 60 per cent. were Panhards and the balance Renaults, Napiers, Benzes, and other foreign makes. The only American machines represented were Ford taxicabs and Packard pleasure cars, principally because our manufacturers have not taken the trouble to cultivate the market properly. Practically nothing has been done to introduce commercial vehicles in Argentine, altho there is an enormous field for the motor-truck, owing to the long stretches of territory not yet tapped by railroads."

SALES IN NEW YORK AND CHICAGO

The Automobile, in two issues, makes leading features of what are known as the "Automobile Row" of New York and Chicago respectively. In New York, the district bearing that name extends along Broadway from Forty-seventh Street to Seventy-sixth, with some of the cross streets near the Broadway corners devoted also to this business. That part of Broadway in which are centered the greatest number of motor-car salesrooms lies between Fifty-first and Sixty-third Streets, "where it would be impossible to throw half a brick without damage to some known make of automobile."

The annual receipts of these stores are estimated at $60,000,000, and the number of cars sold there at 33,000. Exclusive of trucks, electrics, and steam cars, New York is credited with buying for use in the Metropolis somewhat more than 20,000 of these 33,000 cars. On Broadway, within the limits named, are sixty-one agencies and branch houses which deal in ninety-five different makes of cars, exclusive of cars made in foreign lands. These agencies have for their territory much more than the metropolis. A few provide for as many as thirteen States. The New York agencies outside the Row are not numerous, being estimated at about ten. Those handling foreign cars would add about another ten, making in all eighty places in the city where cars are sold, the total disposed of being the number already given—33,000.

In case the profits on total sales of $60,000,000 a year were 25 per cent., the gross income of the agencies would be $15,000,000 a year, or an average for each of $187,500. An average of ten persons are employed in each store; the average rent paid being about $5,000. If the average income of employees be placed at $2,000, the total expenses for salaries in each place would be $20,000. One of the stores is said to have predicted that it would sell this year 2,100 cars. A canvass of stores shows none which expect to sell fewer than one hundred cars.

In Chicago the number of different designs sold is placed at 112 and the output of cars at 24,500. Chicago provides cars for a very large territory; one store, for example, supplying all the territory from the Ohio River to the Rockies. Chicago itself buys about 15,000 cars each year, the outside territory taking 9,500. The average price realized is considerably less than the average for New York, smart little runabouts and moderate-sized touring-cars being especially popular in Chicago. The average cost of cars sold in Chicago is placed at $1,650, "which is only a shade over the general average of all the cars sold in the United States," and about $350 less than the average for cars sold in New York. The total receipts in Chicago from sales are placed at $40,425,000, the outside sales taking $9,500,000 from that sum.

The center of the business is on Michigan Avenue, from Twelfth to Thirty-third Streets. At one time this was known as "Gasoline Row," but this is recognized as no longer a fit term, since there are in the district about a dozen stores which handle electrics, of which there are in operation in Chicago about 2,500 at present. The writer adds:

"The whole situation means that Windy City motordom is different in many ways from that of New York. It contains thousands of owners who would not be ranked among the motorists of the metropolis. These are mostly salaried men whose earnings would not be considered sufficiently high to warrant owning a car in New York, but which have proved to be enough to maintain one easily in Chicago. The same condition applies to business men whose income would not stand the New York drain for tire bills and satisfy the monthly bill collections."

MOTORS IN A KANSAS TOWN

Charles P. Cushing, in *Harper's Weekly*, treats of Hutchinson, Kansas, as "a motor-car capital." In respect to this vehicle, Hutchinson is "the capital of a territory the size of four or five Kansas counties." In old geographies this district formed part of the "Great American Desert." One still finds within it localities which bear the reminiscent names of "Sand Hills," "Salt Marsh," and "Wild Horse Creek." Some 5,000 square miles are embraced in the territory, which is "a paradise for motor-cars." A visitor to Hutchinson is imprest at once "by the size of the debt its business owes to the automobile." Mr. Cushing says:

"Suppose it is morning when you get your first sight of the street. To the amazement of the traveler whose baggage is packed in accordance with a preconceived notion of what to expect in a town of less than 17,000 'out in the sandhills,' Main Street appears to be as wide as Broadway, New York, and as well paved. A motor sprinkler, laying the dust in whirlwind hurry, prepares the eyes for other surprizes. From both directions and from around every corner cars come whirling and tooting, rarely running at a speed of less than twelve miles an hour. It is as if every one in the neighborhood who owned a car knew you were coming, and at the sound of an alarm had rushed downtown to get into the picture.

"To sit on a curbstone and watch this countermarching swift parade is something like being allowed a glimpse of how, from the motorist's view-point, American towns will appear ten years in the future.

"You smile, half because of the novelty of the sight, half in enthusiastic approval, to see farmers and cattlemen in broad-brimmed, flapping felt hats whisking by. Yet it is even more of a surprize to learn that many of the more conventional shiny vizors, too, belong to farmer drivers, and that half of the large number of car-owners who are wearing locomotive engineers' caps of black or brown leather (rather a popular style in a number of Kansas counties) are also rural

The Wm. Cramp & Sons Ship Building Company says—

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KEYSTONE
KEYSTONE LUBRICATING CO.
PHILADELPHIA, PA.

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Reg. U.S. Pat. Off.
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Keystone Motor Oil is a cylinder oil of the same high standard as Keystone Grease.

Keystone Motor Oil is the only lubricant that will not deposit carbon under any cylinder heat and that will not decompose or lose its necessary viscosity in any working condition.

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Keystone Grease and Keystone Motor Oil can be bought from all dealers and garages—or direct from any of our branch offices.

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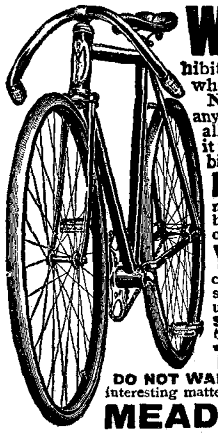

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motorists. In the license lists of the cars in Reno County the farmers have a score even better than the townspeople. The figures are almost astonishing. A report on the number of automobiles in the county records 1,012, of which Hutchinson has 452. To find how far some of the cars in that countermarching parade have traveled on the day you see them is to fill a note-book with surprizes—particularly if this happens to be a Saturday, or the date of a good play at the Opera House, or of a celebration or a political rally or a hog or cattle sale. Often the distance is well above a hundred miles. With flat country, good roads, and well-built cars, why not?

"The good fortune to be allowed to see the Hutchinson fire department make a run down Main Street just at this minute—no, that would be too good to be convincing. So, please be kind enough to step around the corner and take a look at Truck No. 2. Of course it is a motor-car, for the motor-car capital learned early how many advantages a gasoline vehicle has over fire horses. When an alarm sounds, just a turn of the crank—Chug! Chug-chug! Chu-u-u-u!—the automobile starts fully as quickly as horses can be harnessed and doesn't require so much practise to get into form. In the street it makes twice or three times the speed of a team, yet never tires; snow doesn't dismay or 'stall' it; and with ease it can cover a territory within a radius of five or six miles as efficiently as a horse department can patrol an area only a fourth as large. That means that fewer fire barns will be required for a given number of population. Motor-cars don't die from glanders; and in these days of high fodder they should wear what are called 'stamps of approval' because they don't eat when they're not working.

"Let us turn back to Main Street. A runabout flashes by, the rumble seat removed and a large wooden tray in its place; on the tray four sacks of flour. It goes too fast to catch, and with it flees an interview. But another little truck, its springs apparently ready to pop under the weight of a heavy load of bottles, is worth a pursuit.

"'I bought an inexpensive motor-wagon as an experiment,' the manager explains. 'Everybody in this town knows all about cars, so I might as well tell you to look—see the hard-rubber tires, chain-drive, small engine. You might not think I sometimes have the same need for a gasoline-car as the fire department has. But in my business, too, hurry is worth hard cash. I have loaded this little wagon with a ton and a half, made a run to the station to catch a train, filled a rush order, and in fifteen minutes I have been back again.'

"'Gasoline Row' is not on Main Street, but is in plain sight from the corner. There are enough agencies in town to fill a whole block, too, if they were bunched. As it is, the group doesn't fill all the gaps, but makes an appearance very creditable to a real city.

"Flour and bottles, groceries and dry-goods, express and rural mail, farmers downtown for business, a few farmers' daughters or wives driving in for supplies while the men are in the fields, keep passing in parade. Noon comes with an increase of the traffic because of business men riding home to somewhat suburban residences for luncheon. Or are some of these farmers, too?

"The Rev. W. B. Stevens may have been mistaken for one of the business men. He is a circuit-rider with a motor-car. In the fifty-mile circuit he has to cover, it is as easy now to reach four churches in a day as it was to visit two in saddle-bag times."

Hutchinson has a department store, the manager of which says: "We used to have, for delivery purposes, two men and six horses, with an extra team in reserve. One driver and one car now make all deliveries, including those outside the town. The saving is $75.00 a month."

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Automobile Tires

We laid the foundation for our Automobile Tire when making Vehicle Tires. The quality of our Automobile Tire justifies the reputation of our Vehicle Tire.

The writer can personally say that he used a set of these Kelly tires for over eighteen months without a single cent of expense, and secured a mileage of over 12,000 miles, and the original tires are still running on the same car they were put on.

J. J. COLE, Pres. and Gen'l Mgr.,
Cole Motor Car Company, Indianapolis, Ind.

Specify Kelly-Springfield Tires on your automobile. They cost no more than any first-class tire and are better

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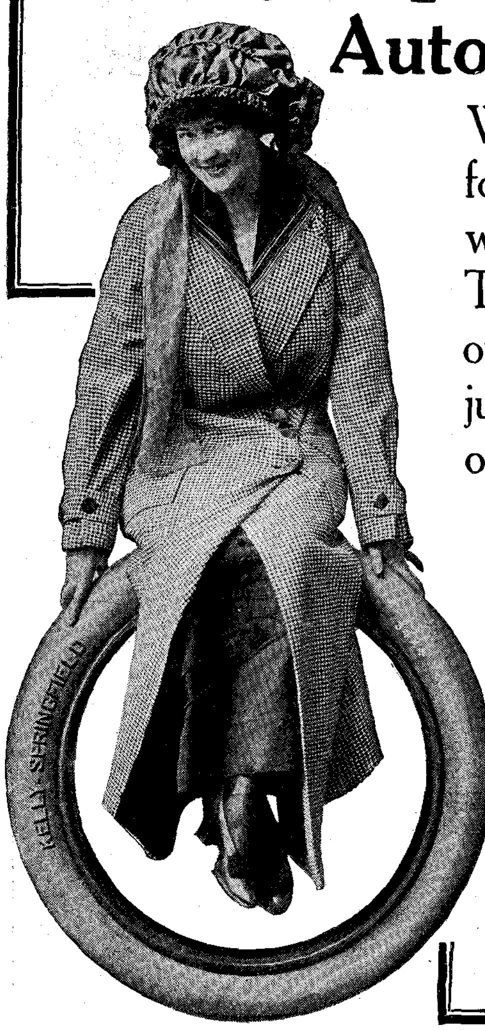

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Have all the pleasures of a picnic in the open air without its inconveniences. Take your luncheon with you in the

Hawkeye Fitted Lunch Basket

Here's a complete lay-out for each member of the party. Closely covered nickel-plated boxes keep the food clean and fresh. The outfit includes a coffee pot, sauce pan, plates, cups, knives, forks, spoons, etc. In fact, the Hawkeye Lunch Basket adds just that touch of comfort that the outdoor lunch requires. Ask your dealer to show you a Hawkeye Fitted Lunch Basket—if he cannot, write to us and we will tell you the address of a dealer near you who can—and we'll send you our booklet containing a lot of dainty luncheon recipes.

The Burlington Basket Company
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Solarclipse gives two fields of light—a powerful, long beam for country driving, and a widely diffused area of nearby illumination for city use. The two rays may be used together, or the long beam may be shut off at will from the driver's seat, without affecting the short rays.

Solarclipse

See Solarclipse with black finish and brass or nickel trimmings. Write for catalog.

Badger Brass Manufacturing Co.
Kenosha, Wisconsin
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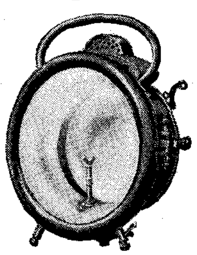


CURRENT POETRY

"ROWTON HOUSE RHYMES" (William Blackwood & Sons, Edinburgh and London) give one a chance to do a little slumming in the field of poetry. These are strong poems, after their kind, albeit considerably flamed on from hell beneath. The philosophy of the author, William Andrew Mackenzie, is similar to that of Saint-Beuve, who one time exclaimed: "Ripen! Ripen! One hardens in some places, one rots in others, one ripens never."

The pessimism of the book is profound. A dreary spiritual east wind blows through its pages and shade after shade goes over its horizon, until in the end you have a "fixt, starless, Tartarean black." The poems are haunted by the dredge of humanity, who seek Nirvana in the brute stupor of drink.

Features such as these make the book revolting—yet it is tonic in its fierce sincerity, and might act as a purge to one suffering from a temporary fit of intellectual disgust.

The Beaten Will

By William Andrew Mackenzie

How I despise these leaky boots,
This seedy hat, this ink-seamed coat,
These trousers where the knees rub through,
And this frayed clout about my throat;
These duds of drab desuetude,
These "signals of distress" I loathe;
But, more than these, far more, I hate
The thing they clothe.

I hate the members impotent,
The poltroon hand that drops the tool,
The eyes that drown in futile tears,
The limp, lax tongue still rasps me "Fool!"
All this where never a shadow or hint
Of God's resplendent image hovers;
But, more, far more, I hate the thing
The body covers.

The beaten Will that quakes and quails,
And, mouse-like, scuttles, scant of breath,
From all that's life, to nose and sniff
The "Great Peace"-baited trap of death.
This thing to marshal all my powers,
And captain them against the world
When "Boot and Saddle" rings, and Fate's
Blind bolts are hurled!

This fearful feeble craven thing,
My Ganymede pours wine of fight!
This blinking broken crippled thing,
My scout and comrade in the night!
This—takes the insult and the blow
As water takes and keeps the rain—
This, bugle courage! this, sing hope!
This, mock at pain!

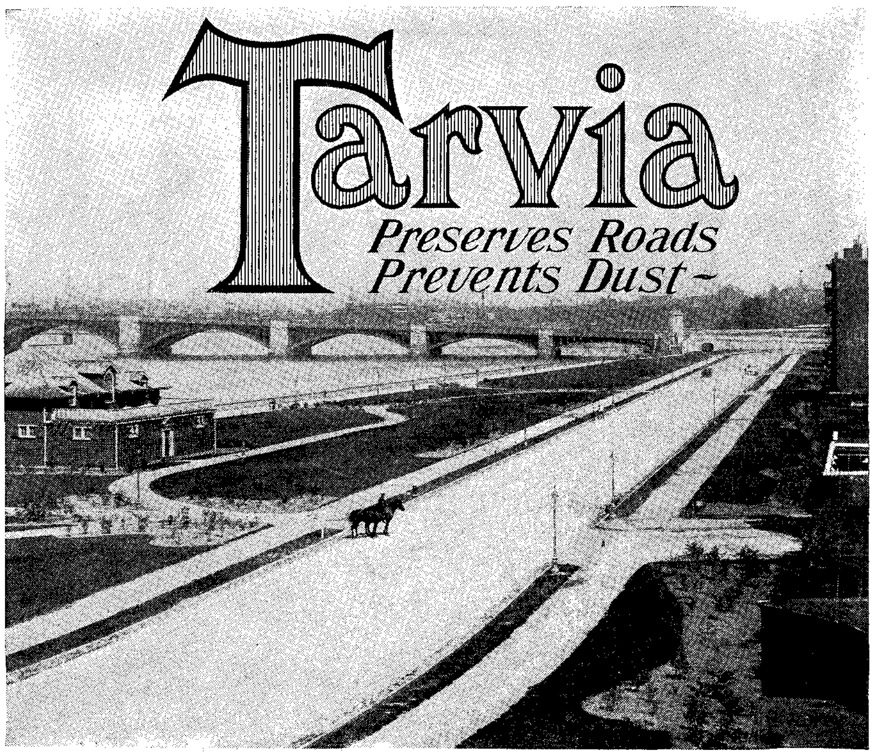
Here, Will, my master, if Life fills
You so with fear—Life, finite, small—
How shall you face Immensity,
Where you are nothing, God's will all?
What shall you show for trophy won,
What banner greatly wrenched from Fate?
A shred or two of my contempt?
A rage of hate?

Alcohol

By William Andrew Mackenzie

For mistress you had Fortune; I
Fame with her lure and loosely knotted zone;
And you, the wing-foot nymph whose name is Art.
We gave them youth, we gave them hope and heart,
For them we pledged our harvests yet unsown—
And they deceived us traitorously.

Drink's now the bawd of us that weep
Our cheated past, our future spent ere won.
Her kiss is lowly priced. Forgetfulness
We have of her; and when her paid arms press,
We are clutched into the brute oblivion
Of stertorous unhaunted sleep.



A road in the Metropolitan Park System, Boston, built with Tarvia X.

Send for New Booklet

We have recently issued a new and beautifully illustrated booklet, detailing the experience of many town authorities and road engineers with Tarvia.

It shows how in one case after another Tarvia was first tried on experimental strips, frequently in competition with other materials. Then after the experience of a year or so, all other dust layers and road binders were discarded and Tarvia was used more and more extensively.

Some engineers have adopted the broad policy of using Tarvia in all *new* macadam construction. Many road authorities go still further and aim to treat all the old macadam roadways with Tarvia to preserve them against the destructive effect of automobile traffic and prevent dust.

We want property owners to know that a dusty road is not merely a nuisance to them but is an endless burden upon them as taxpayers,—because dust means that the macadam is pulverizing and the surface is blowing away.

We want property owners to realize that the road authorities of their town can give them comparatively dustless macadam roads at little or no extra cost.

We want road engineers to realize that they can reduce their maintenance costs by bonding their roads with Tarvia, and that the saving in maintenance will generally pay for the Tarvia application.

We therefore urge everyone interested to send for our booklet to nearest office.

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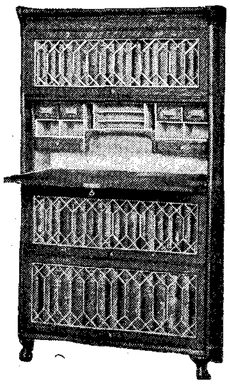

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is to show motorists how to get *from* these good tires

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Please send me all literature issued by your Service Bureau.

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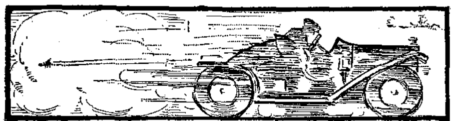

DO you know how to judge a motor oil? My booklet "Motor Lubrication" will help you. It tells of the perfect *lubricating* qualities of

Panhard Oil
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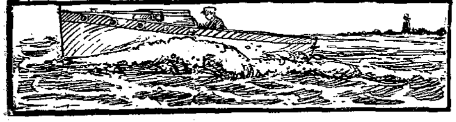
But it is more than an ordinary advertisement. I will send it free if you will give the name of your dealer.

Don't merely ask for good oil—say "Panhard," because:

It is refined from the finest oil in the world—Pennsylvania crude. Absolutely uniform in quality. Will not carbonize if properly used. Just enough filtration—all free carbon removed. Not excessively filtered—perfect lubricating body. Lubricates always at high or normal temperatures. Sold in "Checkerboard" cans or in barrels. 35 years of Oil Experience has been put into "Motor Lubrication"—and this is for you—if you write to-day.

GEORGE A. HAWS, Main Office, 68 Pine St., New York City

***Dealers:** Write for my special co-operative plan.*



We do not bring her song or flowers;
We do not tremble when she deigns to smile,
Nor catch our breath should she decide to frown:
She is the common woman of the town:
Foul, faithful, free of smirk or painted wile,
She takes our silver, and is ours.

Sleep—one night's sleep—profound, unstirred:
Nirvana after eons of despair;
Nepenthe after fever-rave and -rack;
A paradise where all (thank God!) is black;
A silence deep as Tophet; and an air
Unbroken of any mocking bird:

Such boons we beg on bended knees
From Heaven high as we are hell-deep low;
And what is Heaven's answer to our prayer?
Another blinding billow of despair,
Another clanging dawn of hot-brained wo,
Another plague of memories.

Alcohol's kinder. So to red
Rum and to gin, the Circe virgin-white,
We turn—to all the brands of stoppered hell
Man brews to kill his ache intolerable,
Numb the raw rankle of the world's barbed slight,
And drown yon drumming in the head.

There's poison in her kiss? We know.
There's death within her cup? And do you think
Death frights us, us? No—Life is what we fear,
Life, the long journey, bitter and empty and drear.
But in the fierce, foul comradeship of Drink
We can, at least, in blindness go.

Down the lone leagues and the sad slopes,
And over the interminable plain,
And, witting nothing, slide into the abyss
Where long have lain snake-Conscience with her hiss,
And bludgeoned Faith, Love gashed and slashed and slain,
And our dead youth, and our dead hopes.

The sea is a popular subject for the poets. So many of its magnificent scenes are carried in the memory of most men, that it does not take much magic to call them up. These rimeless lines from *The Pathfinder* are really fine.

Penance

By Charles Hanson Towne

Sometimes it seems to me the sea must ache
With the vast loneliness its great heart knows—
Its mighty beat, its thundering surge and sway.
Lost in the empty spaces, in the dark
Of desolate nights unpierced by any star.
On coasts forlorn it sheds its tears in vain;
Up storm-swept crags it sweeps with joy, and then
Falls back to sob in the old, terrible way.

Who knows but that for all the voiceless dead
The sea has grasped and hidden in its heart,
It now must pay with this wild loneliness;
Must beat forever on far solitudes
Of rock and ruin and unresponsive isles,
And sing, colossal sinner of the world,
An endless chant for its unending crimes?

Climbing.—Blobbs—"That girl has been remarkably successful."

Slobbs—"Yes, she used to work in a nail factory, and now she's a manicure."—*Philadelphia Record.*

Couldn't Afford It.—Missionary—"But what have you against Christianity, my good brother?"

Cannibal King—"Well, there's too many clothes go with it for a man with forty wives."—*Puck.*

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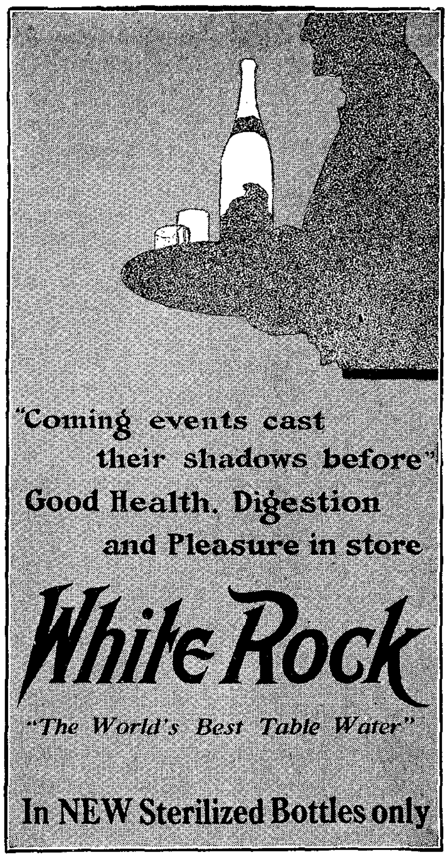

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We will furnish particulars of each of these upon application.

Ask for our Circular D-144.

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28 Nassau Street

Capital and Surplus $23,000,000
Deposits 133,000,000

PERSONAL GLIMPSES

THE BATTLE OF BAUCHE

G. A. MARTIN, the special correspondent of the Chicago *Inter Ocean*, has been having some interesting experiences campaigning with Madero's insurrecto army, both on the march and on the firing-line. He accompanied Madero on one of his long, picturesque hikes and stood with the fighters on the hills when they engaged the federals at Bauche. Therefore, Mr. Martin's impressions of the "furore" are vivid and authentic. But first, says Martin, it is well to know something about the make-up of this army of Mexican insurrectos, these men who say they are going to take the government out of the hands of Porfirio Diaz. After knowing them, the rebellion will be more easily understood.

Gonzales, one of Madero's aides, is big and fat—almost as big a man as Taft—in physique, and "smiles all the time and shows white teeth. He fires conversation from batteries of Spanish and English."

Guiterez de Lara, who commands a troop in the insurrecto President's personal army, is a Mexican dandy—the best-drest man in the outfit. "He twists his mustache as he sits in the saddle. He preaches socialism, and he used his pen against conditions before he found it wasn't as mighty as the sword."

On the day of Taylor's first visit, Madero mounted an old wagon that some Mexican farmer had deserted and from there called his men together. Explaining that Navarro and the Federals were near, he asked, first in Spanish and then in English: "What shall we do?"

> The reply was: "fight." Without orders the men hooked in their belts, twisted cigarets, tilted weapons at irregular angles over their shoulders, and loped away, puffing smoke through their nostrils. Others swung into stiff, big-horned, silver-trimmed saddles and rode with loose bridles so that the lean and shaggy ponies might nip roadside weeds without halting. Night set in, and a cold, driving rain began to beat in their faces.
>
> He saw De Lara throw his coat over a shivering American named John Smith.
>
> Later on he stopt to bind a wound on a Mexican's foot. The poor fellow's shoes were without soles. A big thorn had pierced the flesh.
>
> In the marching-line he met a man who complained bitterly of having to walk at all.
>
> It was Roy Kelly, who had given up his job as chauffeur for the postmaster of El Paso, and taken up the reins behind a team to the provision wagon in Madero's army, "just for the hell of it."

O. G. Creighton, of New York, is still in the ranks:

> He was a broker, and was in El Paso enjoying life. He rode out to Bauche in an automobile, and after looking over the outfit decided to stick and try soldiering. Madero

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GUARANTEED FOR LIFE

RUNABOUT—$750
F. O. B. Detroit, including three oil lamps, tools and horn. Top, windshield, gas lamps and tank or generator, extra.
Touring car for 4, $900, F. O. B. Detroit.

Storming the Last Defense of the Man Who "Can't Afford It"

The Hupmobile was built for the express purpose of battering down the defenses of the man who hesitates about buying a car.

It is intended to leave him without a single excuse for denying his family the happiness which a Hupmobile brings into every home it enters.

We have never yet heard of a Hupmobile that was a burden to the man who bought it (most people pay about 25c a day to keep it in commission), and this Hupmobile is a better Hupmobile than was ever built before.

It is $100 better *in material alone* than other Hupmobiles whose charm you resisted when the cars were first marketed two years ago.

It is so good; so staunch; so true-blue in the way it is made, and the way it will wear, and what it will do; that only one possible reason remains why you should deny yourself its ownership.

That reason is, of course, that you can see no advantage at all to you and yours in owning a car which you can buy and maintain at a purely nominal cost.

But if there is any virtue in a car which will serve you and your family without stint every day in the year; which satisfies alike the millionaire and the man of moderate means; which will add many hundred hours of health and happiness to those in the home circle—

Then the Hupmobile at $750, with an aftercost of $7.50 to $10 a month, must surely rouse you out of your indifference!

Telephone the Hupmobile dealer to take you and your wife out for a ride in this dashingly beautiful car.

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Lubricate—Burn cleanly
Leave no carbon deposit
ALL GARAGES—ALL DEALERS
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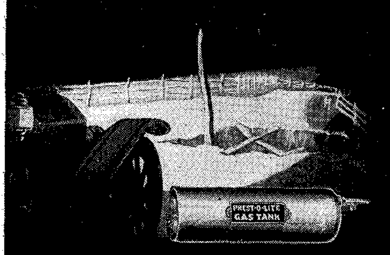
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Get this Light FREE On Your New Car

The time to get the right equipment at the least expense is *when you are buying the car*.

Experienced motorists will tell you that Prest-O-Lite is the *only reliable* lighting system, the most convenient and the *most economical*. Floods the road far ahead with strong, steady, dependable light, turned on and off like a gas jet.

None of the worry, uncertainty, or dirty work of running a gas generator, and yet Prest-O-Lite gas costs no more—usually costs *less*—than the carbide a generator consumes.

Most of the leading manufacturers now furnish Prest-O-Lite free, as standard equipment. Any manufacturer *or dealer* will furnish it, instead of generator, *if you insist*.

Even if you have to pay a slight difference, it's better than to pay the full price of Prest-O-Lite later, as thousands have done.

Imitations May Prove Costly

You can exchange an empty Prest-O-Lite Tank for a full one, *anywhere and always*.

You may not be able to "pass" a counterfeit, so don't accept it. You're entitled to the genuine. Get it!

NOTICE TO PREST-O-LITE USERS

If not receiving rated capacity, rub soapsuds on joints and pipe-line, turn on gas, and look for leaks.

If you expect full measure of Prest-O-Lite service and satisfaction, do not accept an exchange tank that was not refilled with gas by the Prest-O-Lite Co.

Price of Prest-O-Lite Tanks, $18 to $35, depending on capacity. Motorcycle size, $10 (also handy for automobiles, as a reserve supply carried in tool box).

If we can serve you with literature or other information, write us.

The Prest-O-Lite Co., Indianapolis Ind.

Branches and charging stations in the principal cities, from coast to coast.

Exchange Agencies Everywhere

LEARN AUTOMOBILE BUSINESS IN THE FACTORY. After 4 years of successful operation we consolidated our school with an automobile factory. We teach the theory by mail and finish each student right in the factory. This is the best way to learn the automobile business. We employ all students. For photos of our factory and full information, write for Plan 124.

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C. S. HAMMOND & CO.
142 Fulton St., New York

made him a lieutenant and put him on scout duty.

Yes, there are plenty of Americans among the insurgents.

"Larry" Converse, a former instructor in the Polytechnic Institute of Los Angeles, joined because he thinks the insurrectos are fighting to throw off the yoke in as holy a cause as inspired the Revolutionary fathers in 1776.

Richard Brown quit his job as a nurse in a hospital in the States to "give a fine little fighting bunch" a hand.

Paul Mason came up from Nicaragua, where he had adapted himself to that form of soldier life which obtains in countries prone to frequent revolutions, and landed a captaincy.

Jim Madison, of Winchester, a Boston suburb which was fifty-powder-horn strong at Bunker Hill and on Lexington Green, is in one of the commands. His hair is gray, and he has turned fifty. Mexico, he says, hasn't been fair to American owners of mines in that country.

And so they run, men from the States touching shoulders with men who are at home; no two in the game for quite the same reason, but all very much in it. Having had such difficulty to obtain food and forage, it is not to be wondered at that finery of a military sort is necessarily overlooked:

In all the army there are probably no two men drest alike. John Smith is still wearing a derby hat with a Callahan trade-mark, a high collar and the pathetic remnant of a once proud dinner coat, and the fellow with whom he keeps step is the hobo in arms in blue overalls, and an overcoat of the raglan variety which saw its last fashionable season a dozen-odd years ago.

In organization and discipline, Madero's army is much like its dress—it hangs together:

Of colonels there are many, of majors more. Captains are created without occasion, and, of course, there must be lieutenants where there are captains. The army grows in mushroom fashion. Marching through a village a captain and lieutenants and a handful of men will attach themselves to the moving body and without further arrangement become an integral part of it. Further on, a likely-looking man may be picked up without so much as halting, and thereafter he may be called colonel, and before sundown may be giving orders.

Having failed to clothe the army, it is not difficult to understand the troubles of arming it. Still:

Every man possesses a weapon of some sort, but so diversified is the showing of firearms that providing ammunition for all the insurgents is out of the question. There are 30-30 rifles bought new in the United States, Mausers with the Mexican Federal stamp and number on them, captured since the trouble began, or purloined before; Winchesters of the pattern of forty years ago, long and short, rusty muskets which did service sixty-odd years ago, when Scott carried his colors to the capital, and pistols of many brands and bores.

Martin marched all night with Madero and

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GENUINE Pantasote LEATHER

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is a top material of recognized high and uniform quality and a product made only by us. Many unscrupulous dealers misrepresent as PANTASOTE cheap inferior materials to increase their profits—at the purchaser's expense. To the average person these substitutes when new look somewhat like PANTASOTE.

See that this label is on the top to prevent fraudulent substitution.

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Send postal for booklet on top materials, and samples.

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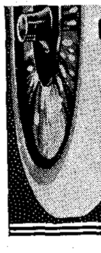
Teaching the Care of Tires

TWO motorists have the same size and weight of car and use the same kind of tires. Yet one gets eight or ten thousand miles out of his tires, while the other gets half that—or less.

What makes the difference?

The Service Bureau of the United States Tire Company

stands ready to tell the motorists of America *what* makes the difference, and to show *every* motorist exactly how to get from good tires

Continental **Hartford**
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every mile the makers build into them.

No subject is of greater importance to the car-owner. To *know how* means a saving of one-third to one-half your tire expense.

Fill out the Coupon below and put it in the mail today. You will receive the initial instruction book and all subsequent information to be issued by the Bureau.

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United States Tire Company
1795 Broadway, New York

Please send me all literature issued by your Bureau.

*Name*____________________

*Address*____________________

*Make of Car*__________ *Tires*__________

his men, but didn't meet any Federals. The next day:

The army breakfasted in the sun on sardines and crackers. Sardines have been accepted as high-class revolutionary fighting food. They are served as a regular ration. Six sardines and two crackers make a meal as it is understood in the insurrecto army.

After a short rest the advance was resumed, and just after noon they were rewarded by the sight of a man who appeared in front of the army waving his arms and shouting madly. In rapid-fire Spanish he announced that he and a fellow scout had been fired on just on the other side of the second hill ahead. The size of the enemy's force he did not know. It would be natural to suppose that the Commander-in-Chief should give prompt orders on such an occasion, but he did not:

Neither did any other of the officers. They rolled cigarets in silence. With the men it was different. Unhampered by orders, and free to execute such military maneuvers as a problem of an unseen enemy and certain hilly topography suggested, they proceeded to act. One horseman after another galloped ahead of the main body and swung to the right and left. The Americans in command, all unmounted, set out at an easy dog-trot on another angle toward the front. Soon all disappeared over the first hill. By the time the main body with Madero, cool and silent, riding majestically at its head, arrived on the hilltop, the advance was in silhouette in the light mist against the dark clouds beyond. Beckoning hands urged the main body to greater speed. Madero and his officers chirruped to their horses and cantered ahead. The teamsters used the lash and the wagons lumbered ahead. The foot soldiers trailed their guns and ran. When the entire command had reached the summit wild laughter and a merry ripple of Spanish comment went along the line, for just below, in the valley, four fat beeves were cooking on spits over glowing embers. Half a dozen troopers were sharpening their knives to cut and serve the meat. They had been sent ahead the night before to provide food for the command, and had been forgotten.

But the battle of Bauche was not one to be forgotten:

The insurrectos occupied a rocky hilltop 5,000 feet from the open valley, where Colonel Robago and 200 Federal cavalry men were forced to defend themselves, following the wrecking of their train. Not more than a dozen or twenty insurrectos were engaged at one time. The main body was behind the hill chatting with the visitors from El Paso and selling mementos of the occasion. Cartridges, which were scarce and recognized as vital factors in warfare, were being sold at twenty-five cents apiece.

When the automobiles came up filled with clinking beer bottles, the visitors, one after another, would snap back the cap of a bottle, raise it high, and in neat speech toast the army, and officers and men in the ranks would respond.

In the mean time the gunfire continued on the hilltop, an irregular popping such as one hears when Pawnee Bill's gallant cowboys rescue the overland stage and make the

"Firestone" TIRES
Most Miles Per Dollar

IT IS THE DURABILITY, the peculiar *wear-resisting* quality of Firestone tires, that has placed them in a class by themselves in the eyes of the motoring public.

Those who have used them, instinctively class Firestone tires above the rest, radically superior to the popular-priced grade of tire. They learn to expect more service from Firestone tires—the most miles for every dollar of cost.

To secure this extra mileage we build Firestone tires to an *exclusive* standard of wearing quality. The quality that eleven years of making rubber tires *exclusively* has taught us yields the utmost wear.

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The exclusive quality of rubber and fabric built into Firestone tires increases the cost of making. Yet it adds only a trifle to the selling price of each tire and pays you back many times over in extra miles of service—the *most miles per dollar*.

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redfaces bite the sawdust in the arena of the Wild West show.

The Federals in the valley kept up an uncertain fire with rifles, and occasionally a machine gun would clatter. Most of the shots went high and wild.

In the battle of Bauche the Federal casualties were one man killed and twenty wounded as against three women killed and six wounded. But this is easily explained:

> In the Mexican army one woman is enlisted for every eight men, and these women—wives of soldiers—are paid the soldier wage of 40 cents a day, Mexican money. The women do the cooking for the men, and naturally share their hardships. Still, from the view-point of the insurrectos, Bauche was both a fight and a frolic.

FUN ON THE STOCK EXCHANGE

THERE is not much fun on the Stock Exchange these days. Business for a year or more has been extremely dull, and brokers are feeling "broke," indeed. One man recently remarked that he guessed he was a "two-dollar broker"—a term for brokers who receive $2 a hundred shares commission—as he had made just two dollars in two weeks. And many other members have unburdened their minds correspondingly. But George Jean Nathan, writing in *Harper's Weekly,* says that the Stock Exchange is probably the "best-natured, best-humored business institution in America." Says Mr. Nathan:

> It has not infrequently been referred to as the House of Practical Jokes and Practising Jokers. And, without fear of superlatives, it may be set down that when finance starts out in its campaign of fun, all the other pranks of all the other business worlds put together can not approximate the Wall Street result.
>
> Each of the holidays is made the occasion of elaborate fun, but many of the best pranks have their genesis extemporaneously. The fun of finance knows no regular dates. It was not so very long ago, for instance, that the brokers sent word to the venerable chairman of the Exchange that they desired him to call a five-minutes' cessation of trade in order that they might present him with a token of their regard and esteem. Highly flattered, the chairman declared the recess, and three brokers stept forth, bearing a huge bouquet of flowers. Holding up his hand for silence, one of the brokers made a nice little speech of presentation, and concluded by handing over to the chairman the bulky nosegay. Business was resumed as usual, but a moment later was again interrupted by a shout of dismay from the chairman's quarters. The bouquet that had been presented to the official had been liberally sprinkled with a decidedly malodorous fluid. About once a week a crowd of brokers decide that the time is ripe for a speech. It does not matter what the speech may be about or who makes it—a speech must be forthcoming! Accordingly, some quiet broker is pounced upon, is elevated upon a trading-post, and is ordered to begin. And before the brokers let him down the speaker has probably discoursed in the most acceptable

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Artemisia, Queen of Caria, Asia Minor, 350 B. C., built the famous Mausoleum at Halicarnassus, one of the seven wonders of the world, in memory of her husband, Mausolus.

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ARTEMISIA, and other famous oriental beauties, used for the toilet every day both palm and olive oils. The largest-selling high-grade toilet soap today—

Palmolive Soap

is made with these same old-time oils, and they will do for *you,* in this good soap, what they accomplished for orientals in Queen Artemisia's time.

Price 15c

Palmolive Cream

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used *with* the soap, ultimately brings perfection in complexion. These two articles, together, make the skin smooth, soft and white. Every woman wants such skin, so every one should *try* both soap and cream. All druggists sell them.

Send us twelve 2-cent stamps and the band from a jar of Palmolive Cream and we'll send you a set of six beautiful artist's proofs, size 11½ x 14½ (ready for framing), made from original paintings in oil, portraying several historically famous oriental queens. (161)

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Challenge Waterproof Collars *save trouble* and *save laundry bills*—can be cleaned with a damp cloth, yet they have all the style and correctness of the best linen. They are made in many shapes to meet every taste, and *we guarantee every collar* to give satisfaction in service and appearance.

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COLLARS & CUFFS
PAT. DEC. 26, 1905 PAT. NOV. 24, 1908

elocutionary manner on anything from the advantage of smoking mild tobacco to the agility of the Hippodrome mermaids. No one ever loses his temper on the Exchange—with safety. Once let a broker show signs of displeasure, and he is "in for it." Hence the universal acceptance of everything in good spirit on the trading-floor.

"Hat days" are two of the chief annual celebrations on the Exchange. The first of these days occurs on the 15th of June, and the second on the 15th of September. As the reader has probably guessed already, the *casus belli* is in the first instance a derby, and in the second a Panama. On the former hat day, the brokers on the Stock Exchange, as well as on the other exchanges, and the curb-market, form themselves into a so-called wrecking committee, the duty of which is to demolish any lingering derbies that perchance may be disclosed on the floor. On the latter hat day, the process is simply reversed. On one occasion, several years ago, the Stock Exchange warfare against the recalcitrant straw hats was waged to the tune of a grind-organ that had been smuggled into the trading area. Not satisfied with a mere grind-organ, the spirit of financial fun more recently wheeled a piano on the Exchange floor so that the sport might not be without its melodious accompaniment.

In the matter of what are known on the Exchange as big jokes, there is probably none more deserving of being listed here than that of "The Great Luncheon Party." Several winters ago there was a broker on the Exchange who was notorious for the zeal with which he looked after the clasp of his pocket-book. Altho he was not at all averse from accepting cigars, cigarets, drinks, and meals gratis from his fellow brokers, he evidenced a most remarkable disinclination in the matter of making reciprocal purchases. The brokers decided that something had to be done. It was initially planned to get up a large luncheon party at the Exchange Luncheon Club, invite the penurious member, and, subsequently, cause the check for the party to be handed to him. After due deliberation, however, it was concluded that this would never do. "He would refuse to settle and we would have to pay the bill," was the argument. Heads were put together and at last the plan was matured. Several of the brokers went to the member and showed him a long strip of paper on which various sums of money, ranging from fifty to one hundred dollars were recorded after different members' names. It was explained to him that a collection was being taken up for the compilation of a book on "The Prominent Members of the Stock Exchange." Fifty dollars, the brokers said, assured a page in the book, while one hundred dollars covered the cost of a half-tone in addition to the printed page. Intermediate amounts were supposed to vary according to the relative amount of "decorative work" desired on the write-up page. The word "prominent" got in its deadly work and the broker subscribed one hundred dollars. Three days later the amount was duly collected, and on the day after that the broker was invited to attend a luncheon to be given in the Exchange building. "The plans for the book are to be discust and settled upon then and there," he was told. Fifteen brokers sat around the festive board. They ate, talked, and made merry. Finally, when all the edibles had been consumed, and deliciously long Havanas had

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Nothing finer or more satisfactory—in power, finish, appearance, and comfort—can be built into a motor car than is built into the Speedwell. Why, then, should you pay more than Speedwell prices—$2500 to $2900—when paying more can secure you nothing better?

Here is another page out of the history of Speedwell Cars

It is a concrete example of Speedwell strength.

The Speedwell car shown in the photograph was taken out, the day after delivery, by the owner, who evidently was intent upon testing the truth of our statement that the car was capable of making 60 miles an hour. At a pace of 51 miles an hour, he encountered a sandy stretch of road. The car veered and struck a telegraph pole head on, shearing out a 3½ foot section of the pole, leaving the top of the pole suspended from the wires. The car traveled on for about 50 feet. None of the occupants was hurt.

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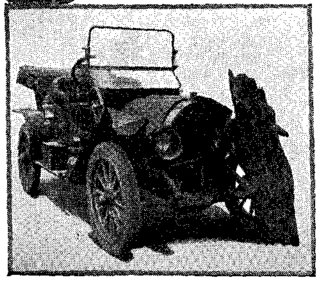

Under such extraordinary circumstances it is indeed remarkable that only the lamps and fenders were damaged, and the radiator dented, while the frame, running gear and steering linkage remained sound and unharmed except for a slight twisting of the forward end of one of the frame members.

Send for our catalog of Speedwell cars shown in full color. We'll send you as well our little magazine, "The Speedwell," which gives many interesting motor car experiences and up-keep suggestions.

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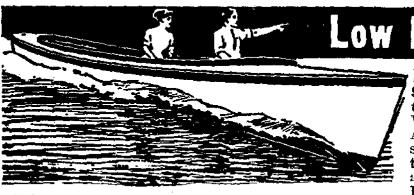

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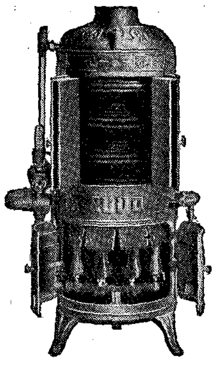
With the RUUD in the cellar, if you want a cupful of hot water for shaving, turn the faucet and you will get it. The very act of turning the faucet lights the gas burners in the RUUD, and the water is heated as it flows through its copper coils. Turning off the faucet shuts off the gas. This is true of every hot water faucet in the house. The supply is inexhaustible and no more water is heated than is actually used.

We explain how the RUUD works in another column. But the way to really appreciate its wonderful simplicity is to see it work.

Look in the telephone book and see if we have a branch in your town—if not, you will be able to see it in actual operation at the offices of the gas company or dealer. Send for free descriptive booklet.

What's the use of running downstairs and turning on the gas in the water heater when there's water pressure in the pipes that might just as well do it for you? And what's the use of lighting a match every time you want hot water when a little pilot light will do it for you at the expense of 10 cents a week? That is the whole secret of the RUUD. When you open any hot water faucet in the house the water pressure operates a valve which turns on the gas, and a pilot light lights the burners. When you close the faucet the pressure valve closes and out goes the gas. Besides this, there is a temperature regulator which prevents burning any more gas than is necessary. When the water begins to get too hot, a thermostat arrangement automatically shuts off the gas, and as it begins to cool, turns it on again, so you are actually burning only enough to maintain an even temperature of water.
The RUUD may be attached to the gas and water pipes already installed and after it is connected requires no attention whatever.



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been lighted, the broker who had subscribed his one hundred dollars wanted to know more about "that book." The spokesman rapped for silence. "Gentlemen," said he, "I believe I echo the thoughts of every one of you when I thank our fellow broker, Mr. X, for his kindness to us. Reading maketh a full man, but not when man is hungry. Hence the fat luncheon in place of the book. Mr. X, one and all we thank you." And Mr. X was enough of a sportsman to keep his chagrin to himself. But he never "borrowed" cigars afterward.

A TRAMP AT HOME

EDWIN A. BROWN, known far and wide as "the millionaire tramp," whose efforts as a friend to the friendless have won him recognition by President Taft, is at home again. Prison fare is to be discarded in the future, and a few nights ago Mr. Brown did justice to an elaborate banquet tendered him by his cousin, President W. C. Brown, of the New York Central road. On that occasion, after explaining that he had just returned from a "perusal" of the South, this ex-tramp said:

"I had hitherto visited as a homeless man, seeking work and a temporary lodging, every section of the country except the South, and I felt that, tho I had been through the horrors of the 'Bull Pen' of Denver, the jails of Pittsburg and other cities, and narrowly escaped the prison at Spokane by revealing my identity because I could not stand another such night as I had spent in Pittsburg, my experience would be incomplete until I had made a circuit of the South.

"I started in as a tramp or homeless laborer in Cleveland last fall. I sought work everywhere, but was unable to find any until, seeing an advertisement in a paper for 'supers' in a show about to be put on, I applied at the theater. The advertisement called for fifty men. Several hundred applied, and I was among those accepted.

"All the 'supers' were to be 'millionaire Senators' in the play, and I had been in the theater only a short time when I found that hardly one of the 'millionaire Senators' had enough money to buy a bed for the night.

"The next 'millionaire Senator' to me in the theater was an old man. We were to be paid about fifty cents a performance, payable at the end of the week. When the first performance was over I asked the stage manager if he could advance me enough of the wages to buy a bed, as I was penniless. The old man asked the same thing, but the stage manager said it was impossible.

"'Where will we sleep to-night?' I asked the old 'millionaire Senator.'

"'Well,' he said, 'the Associated Charities has a woodshed where we could get a bed and breakfast for two hours of splitting curly birch, but it is 11 o'clock now, and the place is closed for the night. We will have to go to the Highball Saloon and sleep on the floor. That's the only place I know of.'

"We went to this place under the hillside, and at the old man's suggestion we collected old newspapers from the trash cans as we went along the streets to cover ourselves up with as well as to lie upon. At the saloon we were admitted at midnight, and were ousted at 5 o'clock the next morning. We were unable to sleep for about two hours after lying down, because of loud conversation by those at the bar, and when the late drinkers had gone a small Irishman and a big Dutchman had a rough-and-tumble fight, and then there was a man on the verge of delirium tremens, who 'saw things' all night. You can see we didn't get much sleep.

"'Where shall we wash up and get breakfast?' I asked the old 'Senator,' after we had been put out.

"'Oh,' he said, 'we can get a cold wash-up in the city lavatory.' He led the way, and we were soon in a nice, clean place, where they gave us a fresh, clean towel and soap, and didn't ask pay for it. I had never seen anything exactly like that in any city I had ever visited, and I asked the old 'Senator' who had provided these things for the homeless man.

"'Tom Johnson,' was the immediate reply."

And, indeed, it was easy to see plenty of evidences of the former Mayor's work for the poor, as Cleveland is amply supplied with three-cent lunch-counters, an outgrowth, in a way, of the three-cent-fare system.

"After the wash-up the old 'Senator' suggested that we try the Charities' woodyard, and tho we had had a supperless and sleepless night we were told that if we split curly birch for an hour we could have breakfast. There was no help for it, and weak as we were, we had to do it. After more than an hour at work we were called to a breakfast of something like oatmeal soup and a piece of hard bread, and a black fluid which was miscalled coffee. There was almost no nourishment in it.

"For the next night the old man, unable to sleep in the saloon again, found a barn, and told me about it. We slept there, and I came near freezing to death. But I had seen enough to know that our cities are doing almost nothing for the homeless man."

Mr. Brown will do no more investigating in America, and his next expedition will take him to Berlin to see how the homeless are there provided for. But he'll "do no more tramping."

PRESIDENT DIAZ'S ESCAPE

If President Diaz has to escape from Mexico, as some papers have been predicting, it will be no new procedure on his part. His escapes in the past have been many and novel, and one of these, from the convent prison in Puebla, where he was held by the French soldiers of Maximilian, "Emperor of Mexico," was as long ago as September 20, 1865. The following account, taken from "The Maker of Modern Mexico," is an extract from the diary which Diaz has always kept.

"It was at night. . . . Almost breathless, I reached the roof of the chaplain's house, just as a young man who lived there entered by the door. He probably came from the theater, for he was gaily humming an air. I waited until he had reached his room. Shortly afterward, he came out with a lighted taper, and actually walked in the direction where I was crouching. Fortunately, I was well concealed. After an interval, he went

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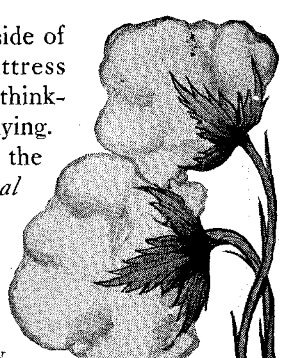

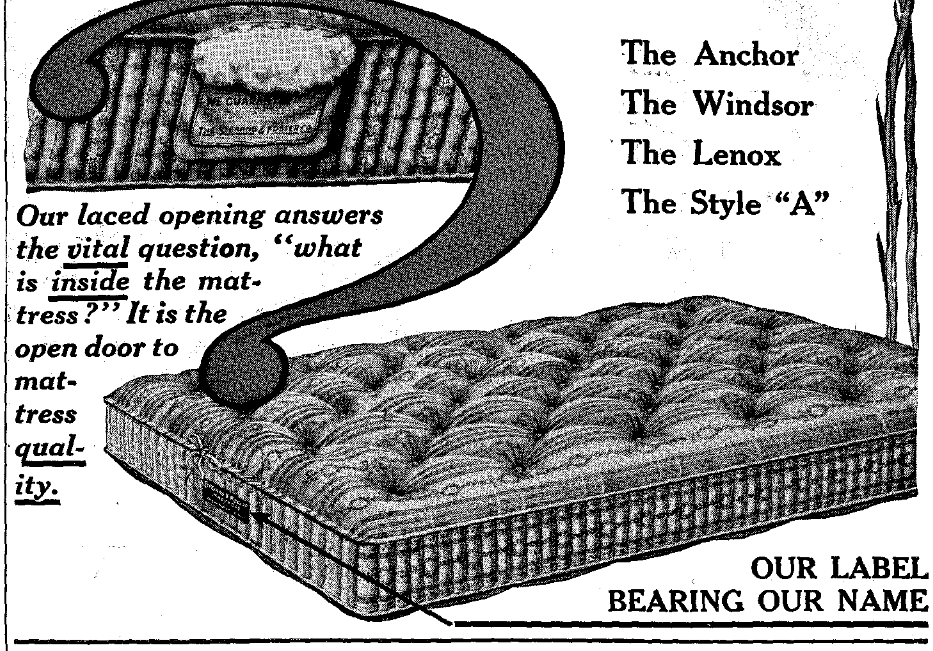

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back to the house; probably it was only a few minutes, but minutes seemed hours to me under such circumstances. When I thought he had been a sufficient time in his room to have got to bed, perhaps to have fallen asleep, I crept to the roof, and walked from there to the San Roque corner.

"Exactly at this corner of the room there is a stone statue of Saint Vincente Ferrer, which I intended to make use of in securing my rope. Unfortunately, the saint tottered when I touched him. However, I thought he probably had an iron support somewhere to keep him up, but for greater safety I only secured the rope around the base of the pedestal, which formed the angle of the building.

"I was afraid that if I descended straight into the street at this corner I might be seen by some passerby in the act of climbing down my rope. I therefore determined to go down by the side of the house away from the main street, which gave me the advantage of some shadow. Alas! by the time I reached the second floor my feet missed their grip on the side wall, and, slipping down on the garden side, I landed in a pig-sty.

"My dagger first fell from my belt and dropt among the porkers. Then I tumbled in among them. Alarmed at this intrusion, the pigs set up such a squealing that if any one had run to see what was the matter I should have been discovered at once. I hid again as soon as I recovered my feet, but had to wait until the pigs were pacified before venturing to move away from the garden. Then to reach the street I climbed a low wall. I had to beat a retreat quickly, for a gendarme was just passing on his rounds and examining the fastenings of the doors below me. When he had gone I dropt into the street and breathed freely once more. Sweating and almost exhausted with fatigue, I hurried to the house, where I was to find my horse, servant, and guide."

A YOUNG CHESS CHAMPION

THE great masters of modern chess may be divided into two classes, the geniuses, or "Napoleons," and the talents, or "Moltkes," says a correspondent of the London *Daily Mail*. Of course, there is Dr. Tarrasch, whose wonderful record in international tournaments would seem to place him in both; but Tarrasch, as was once remarked, is an encyclopedia rather than a human chess-player, and so, perhaps, does not really belong to either.

But now a new star blazes on the chess horizon. It is Capablanca, the youthful Cuban, whose success in the international tournament at San Sebastian—incidentally one of the strongest tournaments ever held—marks a new era in the game:

Here was a lad only just out of his teens pitted against fourteen of the ablest players in the world and emerging a winner of a tournament which taxed to the utmost the skill and nerve of such famous masters as Tarrasch, Schlechter, Marshall, Janowsky, and Rubinstein.

Whether he will ever become such a "talent" as Lasker, Rubinstein, or Schlechter still remains to be seen. These men all acquired their wonderful efficiency after years

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of study, defeat, and the knowledge that losing brings. But "this one fact remains":

José Capablanca is a natural chess genius. Less than twenty-two years of age, he yet has to his credit an astonishing list of achievements. At the age of sixteen he defeated the Cuban champion in a set match by four games to two and four draws. Coming to New York to complete his education at Columbia College, he joined chess clubs, and played successfully in local events, and a quick sight of the board even in most complicated positions gained him the reputation of one of the best simultaneous players living. His last record in that capacity was a loss of fourteen games in a total of 740, which he played during a tour of exhibition play through the States. To European chess circles he became known about two years ago, when he defeated Marshall in a match as thoroughly as Dr. Lasker and Dr. Tarrasch had done, both of whom justly prided themselves on their achievements.

With such credentials, he was admitted to the San Sebastian tournament, altho it was technically limited to such masters only as had gained at least two fourth prizes in International Masters' Tournaments within the last ten years.

In actual style Capablanca reminds one of the early days of Dr. Lasker. He is, however, resourceful and ingenious enough to depend on his own natural genius. On the chess board he is just like Charousek, quick of perception, never short of time, and walking about the rooms as soon as he has made his move. He excels in "offhand" games.

What effect will his advent have on the world's chess and on chess in England? While the general standard of chess in England at the present moment is remarkably high, there is a melancholy dearth of players of the first rank. With the exception of Mr. Atkins and Mr. Burn, there are no English chess-players to-day capable of putting up even a decent fight against the best of the Continental masters.

Dr. Lasker and Capablanca have not yet played, but Marshall has been easily vanquished by the young, "impetuous" Cuban.

To find, indeed, a parallel to Capablanca's success one must go back to the days of Paul Morphy, who was only twenty years of age when he visited England in 1858 and vanquished all the best players in Europe. What makes Capablanca's victory especially noteworthy, however, is that it upsets most of the theories that have come into vogue since Morphy's day. The chief characteristics of Morphy's play were imagination and daring. He apparently conceived certain positions in his mind and then set to work to bring them about on the board. The end he always kept in view was checkmate, and to accomplish that end he never hesitated to sacrifice pawns or even pieces. The methods originated by Steinitz, who held the chess championship for a quarter of a century, were directly opposed to those of Morphy. According to Steinitz, all sacrifice of material was unsound, and could only succeed against insufficient defense. He eschewed frontal attacks for the more subtle strategy of what came to be known as "the accumulation of minute advantages." It was all very philosophic, very theoretic, and very German, but its weak point was that it omitted the human factor. If chess could be played by machinery the loss of a pawn would mean the ultimate loss of the game. As it is, a game of chess is a contest of intelligence and per-

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ARNOLD BENNETT'S IMAGINATION

STUDY is peculiarly annoying to a novelist, perhaps because his forte is imagination, and it is much easier to imagine facts than to hunt them up in reference-books. So when Arnold Bennett saw that one of his plots was leading him into the siege of Paris, he was disgusted at the "awful business" of research confronting him, to make his tale fit the actuality. How he solved the problem he relates in the preface of a new edition of "Old Wives' Tales." As he tells it:

"Now, I was aware that my railway-servant and his wife had been living in Paris at the time of the war. I said to the old man, 'By the way, you went through the siege of Paris, didn't you?'

"He turned to his old wife and said uncertainly: 'The siege of Paris? Yes, we did, didn't we?' The siege of Paris had been only one incident among many in their lives.

"Of course, they remembered it well, tho not vividly, and I gained much information from them. But the most useful thing which I gained from them was the perception, startling at first, that ordinary people went on living very ordinary lives in Paris during the siege and that to the vast mass of the population the siege was not the dramatic, spectacular, thrilling, ecstatic affair that is described in history.

"Encouraged by this perception, I decided to include the siege in my scheme. I read Sarcey's diary of the siege aloud to my wife, and I looked at the pictures in Jules Claretie's popular work on the siege and Commune, and I glanced at the printed collections of official documents, and there my research ended.

"It has been asserted that unless I had actually been present at a public execution I could not have written the chapter in which Sophia assists at the Auxerre solemnity. I have not been present at a public execution, and the whole of my information about public executions was derived from a series of articles on them which I read in the Paris *Matin*.

"Frank Harris, discussing my book in *Vanity Fair*, said it was clear that I had not seen an execution (or words to that effect), and he proceeded to give his own description of an execution. It was a brief but terribly convincing piece of writing, quite characteristic and quite worthy of the author of 'Montes, the Matador,' and of a man who had been almost everywhere and had seen almost everything. I comprehended how far short I had fallen of the truth. I wrote to Frank Harris, regretting that his description had not been printed before I wrote mine, as I should assuredly have utilized it, and of course I admitted that I had never witnessed an execution.

"He simply replied: 'Neither have I.'"

"The detail is worth preserving," says Mr. Bennett, "for it is a reproof to that large body of readers who, when a novelist has really carried conviction to them, assert offhand: 'Oh, that must be autobiography.'"

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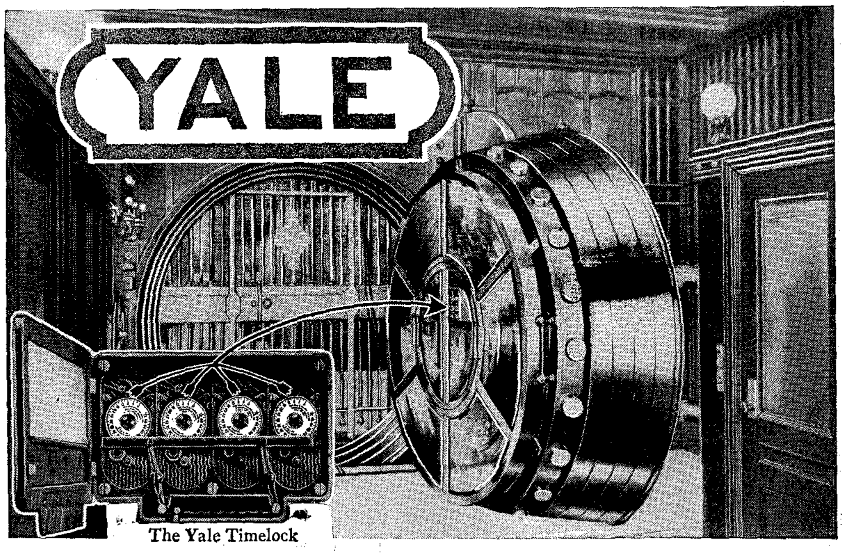
WERE all the dynamiters discovered to be labor leaders, it would not necessarily follow that all the labor leaders were dynamiters—according to the old axiom; and John P. White, of Oskaloosa, Iowa, successor of John Mitchell as head of the United Mine Workers of America, the world's greatest labor union, tho famous as an organizer of unions and men, is, nevertheless, a sober, peaceable, law-abiding citizen. One honor after another has fallen to his lot, till, says F. W. Beckman, in the *Mine Workers' Journal*, of Indianapolis, "he has assumed a post of responsibility second only to that of the President of the United States." But, this writer adds:

> How did John P. White come to these honors?
>
> This query, "How?" always rises when one man climbs to a leadership of other men. It becomes especially insistent in the case of John P. White, because he began life against almost hopeless odds. He was born in poverty and reared in poverty, one of six children whom a widowed mother struggled desperately to keep together and to support. One after another the boys had to go to the mine near the home in Lucas County, Iowa, to help in the fight against poverty. John began as a "trapper boy" when he was only thirteen years old. That was the end of his play-days and the beginning of hard work-days that seemed likely to stretch on and on into the future, drearily, wearily.
>
> From this boy's view-point of the years ahead, it did not seem possible that there could be any notable success for him in the future. Yet time has proved that there was.

While there were many factors in White's boyhood to keep him down, there was at least one factor to buoy him up.

> That was his mother. He had the good fortune to be born right. He got a sound body from a sturdy Irish stock in both father and mother. He got a splendid training, even in the midst of poverty, from his mother. Devout Christian woman that she was, she made sure that her boys and girls were grounded firmly in Christian principles. Honesty, decency, obedience, cleanliness in thought and speech—those were the things she insisted upon. "You may have those things even if you are poor," she told them. Then she made sure that her boys and girls learned as much as they could in the few years of school possible for them. She saw to it that they went to school every day, and that they made every day a busy day. "What you know, the world can't take away from you," she told them. And then she made them feel that poverty is not hopeless, but that there is a way out, somehow, somewhere. She stirred them with ambition to get out—to do better than their father and mother had done. . . .
>
> But the boy, John P. White, was not brought up as his mother believed he should be, nor imprest with her ideals of uprightness and schooling without pressure. John P. White, the man, recalls vividly one strenuous day when, from sunrise to sunset, he was at war with his mother and defied her



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restraint. Now he believes it was the crisis in his life, even tho he was but a little lad at the time.

It happened one glorious springtime, when all the world outdoors was calling the boy—the woods, the old creek, the favorite fishing-hole, the birds. The boy hated school. He wouldn't go. He defied his mother. He shut his ears to her warnings. He set at naught her counsel. He refused to obey her. He ran away to the outdoors. He came home again late in the day, still defiant, still at war with all authority over him. It was a hard time. It was a crisis, and there were tears and punishment. But the strife ended with the day and authority was triumphant, tho forgiving; the rebel penitent and yielding.

"The memory of that day's struggle has remained with me throughout my life," said the man the other day. "Its lessons have never been forgotten. My mother convinced me beyond any question that obedience was important above most other things, and that education was necessary. I promised solemnly as we both wept, that I would in the future adhere strictly to her advice, and I have the satisfaction of knowing that not once in the years that have gone by have I ever forgotten my word to her. That incident set me on the right road into the years ahead of me."

In the few years at school, before he went to work in the mines, the boy learned just enough to be filled with a desire to learn more.

So his learning days have never ended. When he could he got newspapers and books to read. He sought out men who knew something about the world and he talked with them. Early he got a reputation as a keen debater. As he grew older and came in contact with men of education he saw what he had missed, but he didn't let that discourage him; it merely spurred him on to learn more. After he had married and established a little family his shortcomings stimulated him to enroll in a nearby night school.

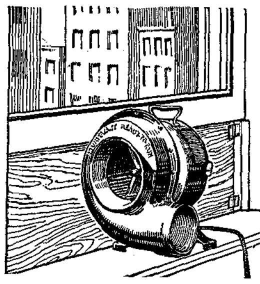
Something more than a mere desire to learn for his own good now prompted his zest for knowledge.

As he came into maturity he began to observe things about him more maturely. He saw that there were many injustices in the world. He saw especially that the men who worked in the mines toiled hard and got little out of it. They lived in isolated communities, where they were denied opportunities for education and culture, and where there was little to help them and their children, morally and socially. He felt that they needed men of intelligence and understanding to lead them higher up.

That is why John P. White sought to learn more—he felt a prompting to leadership.

This young man in his twenties became a leader among his fellow miners around his home. Many and many a time he sacrificed his job—and good jobs, for he was a skilled miner—because he advocated rebellion against conditions and methods that he believed unfair.

In 1899 he came into a larger leadership, when he was elected to the combined position of secretary-treasurer of the Iowa branch of the Mine Workers of America, District No. 13—his home district.



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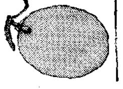
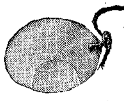


Note the absence of seams. Kryptok Lenses do not look odd or suggest old age. They improve one's appearance.

This is a Pasted Lens.



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He faced a hard problem in that position. He believed that the Miners' Union could not hope to make a successful fight for recognition without a well-filled treasury. He proposed a definite scheme of taxation for this purpose. His proposal was received with many protests. It was unnecessary, some said. A well-filled treasury would mean corruption, said others. The miners are poor, said still others.

John P. White persisted in his campaign for a tax, in spite of misunderstanding and misrepresentation. He won, finally, and the years since have well demonstrated his wisdom. With a full treasury, the union secured recognition from the operators; with a full treasury it secured fair working agreements and higher wage scales.

When he had accomplished this, he undertook to establish death and endowment funds. He remembered the struggles of his own widowed mother to keep her children alive and bring them into useful manhood; he determined that the miners should see that they must provide for their families against such things. He won at last, and District No. 13 stands as a unique financial success among all districts of the great organization. More than once he has been tempted to give up his work for more profitable opportunities in the operating field, but he has stood faithfully by the workers.

During all these years of fighting for better things for Iowa miners, John P. White got splendid training for leadership. He was called upon again and again to defend his policies, again and again he was forced to muster every last bit of strength to prevent defeat by the opposition. He came out of the struggle a skilful debater, a thorough organizer, a good financier, and a strong leader.

Of these years he said recently:

"I have had my strong battles to fight in the labor movement and there have been times when I have met disappointments and when I was unable to secure all I was contending for. But I have always tried to keep in mind the welfare of the great organization that I have had the honor to represent. If one did not possess courage and fortitude, one would not remain long in the labor movement because no other movement subjects its leaders to so many criticisms as this, and it is probably the most exacting. Yet the honor of serving labor is one of the greatest and no man can render greater service to humanity than to serve labor faithfully and honestly. I have striven always to help men onward and upward into the sunshine where there is more happiness. That has been my one great ambition. Yet always I have held myself strictly obedient to the sovereign will of the rank and file."

Mr. White's interests rest especially in the children of the miners, and he fights always for better homes and better schools and better moral surroundings.

This new head of the United Mine Workers of America is a modest man in his bearing and courteous in his manner. He is a likable man, a friendly man. He holds the unquestioning confidence of the Iowa miners, and he has the respect of Iowa mine operators. He is much devoted to his family. His home in Oskaloosa is a happy home where high ideals reign. His boys and girls, four in number, are in school—all of them, the

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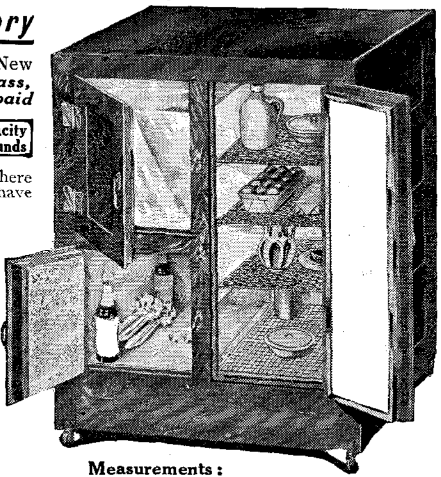

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eldest a boy of nineteen, in college. The father sees to it that the worthwhile things that he lost as a boy are not lost to them.

Men who know John P. White, believe that he has it in him to make even as great a leader as that other John of the miners—John Mitchell. The test is just ahead of him, for he comes to the leadership of his great organization at a time when it needs unselfish guidance and wise counsel.

THE ZAMBOANGA FAIR

WE pay scant attention to our Filipino and Moro associates nowadays, and little wonder. For the Philippines, once a sore thumb in politics, have ceased to ache, and they are naturally overlooked, except as an attack by constabulary on brigands or an assault by a crazed Moro on an army officer gets in the cable news, or as the sugar tariff demands attention. But the Zamboanga Fair, says an editorial writer in the Chicago *Tribune*, may serve us as a reminder. The fair was held but recently, and tho Governor General Forbes was there with an escort of Philippine scouts, detachments from the Army and Navy, and representatives of the Filipino assembly, the parade of the native tribes was the event which "filled the eye." Then:

> The Princesa of Cotabato was carried in a specially constructed palanquin; a gorgeously attired person, the princesa, in silks carefully sought out to please her fastidious tastes. In attendance on her was Datu Piang, a self-made man and proud of it. The Davao district furnished wild tribes headed by automobiles. There were Bagabos, Manobos, Mandayans, and cannibals who, in their former childlike existence, counted that day happy which brought a human liver to the dining-table—preferably the liver of a white man. They now content themselves with their own, and march in the wake of automobiles.
>
> The Jolo contingent was headed by the Sultan. He is described as "all American." A calesa drawn by an American horse carried him. In the subsequent speechmaking he said that he had seen things in the United States to convince him of the power and richness of that nation. The Sultan was but recently our guest.
>
> Hadji Fatima followed him, preceding a long line of Sulu Moros. She is the only Sulu woman who has been to Mecca, thus a distinguished character. Lanao is a district of fighters. Its marchers showed wonderful colors in apparel and swung their arms in an arc of 180 degrees as they paraded. Even persons familiar with the Philippines are reported to have "sat spellbound as the tribes of picturesque Moro people passed by," unprepared for a spectacle of "such unusual brilliance, color, and fascination."
>
> In approved American fashion, speeches followed the parade. The Hon. Sergio Osmena, speaker of the Philippine assembly, congratulated the people of the Moro province on their successful effort to bring together the various tribes and peoples on a common ground. Datu Mandi was convinced that all the Moros are united in support of the United States Government. Datu Piang was dragged out of his shyness to talk, and he conquered it long enough to "express appreciation of the good work the Ameri-

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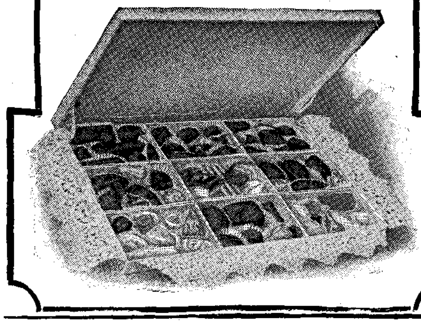

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cans are doing by this great unification of the people of the province."

The imagination may play one tricks, says this writer, but barring the silks, the former cannibalistic habits, the woman who had been to Mecca, the sultans, and the datus, there is much in it all to call to mind a celebration in any town in Indiana, New York, Illinois, or Ohio.

THE SADDEST EVENT OF THE WAR

"IT was de saddest t'ing dat happened endurin' de whole wah," remarked Uncle Daniel, an old darky, addressing a select company of his Northern friends. He lived in Civil War times, says a writer in the New York *Sun*, in a border town of Missouri, where there was the constant dread of invasion. One night Aunt Janet, the village seer, read in the stars that a regiment was headed toward them with bloody intent. Defenders were not wanting:

One of the volunteers conceived the idea of mining the road, and touching the fuse off just in time to annihilate the enemy. There was plenty of powder in town, and the scheme was put into execution. The man who suggested it volunteered to touch off the fuse at the right time. The rest of the defenders stood on each side of the road, ready to discharge their rifles into what was left of the assailants.

The day passed without incident, and night came on. It was a beautiful moonlight evening, not a cloud to be seen, and only enough breeze to make the air pleasant. The volunteers were all in their positions, resolved to do or die for their town. The mandate was that no one was to speak above a whisper.

As the night wore on, the situation began to have its effects on the nerves of the defenders. The screech of an owl, the call of a bird, the rustle of leaves—all these might indicate the approach of the hostile band.

Presently there was the sound of hoofs on the highway. They were coming rapidly, and in the minds of the defenders of the town the sounds were magnified into a mighty cavalry force. Guns, corn-knives, clubs, and other weapons were clutched nervously. It was a terrifying moment. The real battle of the war was about to occur.

On rushed the enemy, as if determined to ride down all opposition. A broad sheet of flame shot up into the air like the pop-off of a volcano—the man of the mine had done his work well. There was not a vestige of an army left.

The defense force gathered about the spot where the mine had been. Things began coming down from the sky. Among them was something which struck the earth with a mighty thud. It was a big black mule. That's all there was of Aunt Janet's dire prophecy.

The party laughed as the old man concluded his tale.

"That's a good-enough story, Uncle Daniel," said one of the gentlemen: "but what was there so sad about it?"

"Hit war my mule, sah," he said.

Better one less handsome chair if *something* needs to be given up in order to have *your copy* of the Standard Dictionary.

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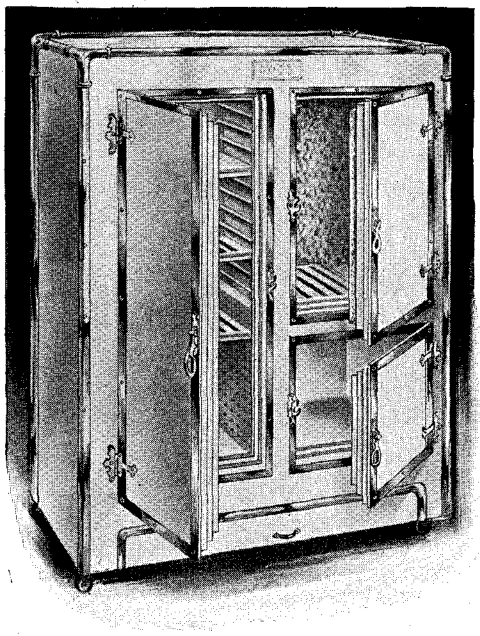
keeps all kinds of food—milk, meat, butter, vegetables and fruit—in the same provision chamber without the slightest contamination.



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Don't you want to write a postal today for this proposition? Remember my Cookers are the latest improved, most up-to-date cookers on the market. Mine is the old, original, genuine, Rapid Fireless Cooker.

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My motto is Low Prices and Quick Sales.

My Rapid Cooker is the cleanest, most sanitary Cooker made. No pads or cloth lining. All metal, easily kept clean, and with proper care will last a lifetime. Beautifully finished cases with dust proof tops.

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Remember my Cooker Roasts, Bakes, Fries, Boils, Steams and Stews any and all kinds of food most *deliciously*. Answer this advertisement and get full particulars.

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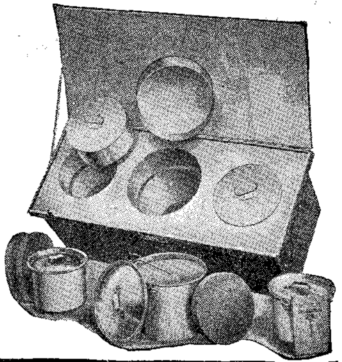
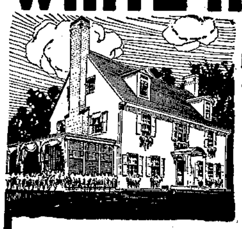


WHITE HOUSES DEMAND WHITE PAINT



In the suburbs, in the smaller towns, in the country—wherever smoke and soot do not pervade the air—where green trees and foliage abound to afford the proper contrast, there is nothing prettier or in better taste than the house painted white. And when white paint is in order it cannot be too white, too clear, too pure.

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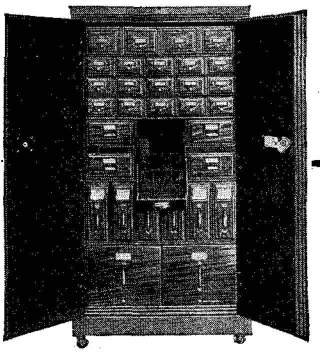

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THE SPICE OF LIFE

The Worst of It.—MERCHANT—"It seems to me that you ask high wages considering that you have had no experience in this business."

CLERK—"Ah, but you forget that that's just what makes it all the harder for me."—*Meggendorfer Blaetter.*

Too Many Spectators.—HE (soulfully)—"There are a thousand stars to-night looking down upon you."

SHE—"Is my hat on straight?"—*Harper's Weekly.*

A Cure.—"War with Japan seems imminent. These dreadful rumors alarm me."

"Too bad."

"What would you do?"

"Well, I think I would switch magazines."—*Kansas City Journal.*

In Practise.—"The Hague has done much toward promoting peace in the world."

"Yes," replied Miss Cheyenne, "and so has Reno."—*The Washington Star.*

Truthful Spouse.—"Where am I?" the invalid exclaimed, waking from the long delirium of fever and feeling the comfort that loving hands had supplied. "Where am I—in heaven?"

"No, dear," cooed his wife; "I am still with you."—*Toledo Blade.*

Economy.—The services in the chapel of a certain Western university are from time to time conducted by eminent clergymen of many denominations and from many cities.

On one occasion, when one of these visiting divines asked the president of the university how long he should speak, that witty officer replied:

"There is no limit, doctor, upon the time you may preach; but I may tell you that there is a tradition here that the most souls are saved during the first twenty-five minutes."—*Lippincott's.*

A Triumph.—"Do you think it is becoming?" she asks, appearing in her newest gown.

"Don't bother about that!" gushes the friend. "It is perfect! It is simply delicious! My dear, it makes you look absolutely helpless."—*Judge.*

Triumph of Reason.—Damocles saw the sword suspended by the hair.

"Since it can't cut the hair, I judge your wife has been sharpening her pencil," he remarked to the king.—*New York Sun.*

A Sad Thought.—"I think," said the astronomer, "that I have discovered a new canal on Mars."

"Is that so?" replied the New Orleans man, absent-mindedly. "I wonder what town's going to get the celebration?"—*Washington Star.*

Reassuring.—HE—"Good-night, dear. We must not kiss or you would take my cold."

SHE—"Never mind—I can pass it on."—*London Opinion.*

W. D. Mann, Architect, Chicago

Residence of George Ade, Brook, Ind.
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Cabot's Shingle Stains

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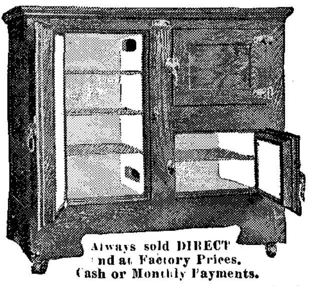

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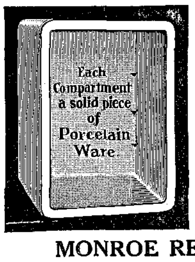
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Trousers at
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If your haberdasher or tailor cannot supply you, send us $1.00 and your waist measurement (taken *snugly* just *above hips* and *under trousers*), and we will send you a Stanford "Hip-Fit" by mail, postpaid. *If not entirely satisfactory, send it back and we will refund your money.*

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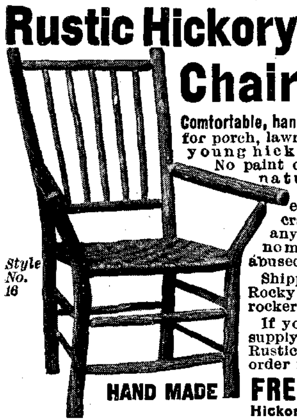

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When in Doubt.—"I wish I knew which one of those young men to marry. I believe I shall consult a fortune-teller."

"That's a good idea. Consult Bradstreet."—*Houston Post.*

The Greater Tragedy.—The man whose daughter had just been united to the husband of her choice looked a little sad.

"I tell you, squire," he said to one of the wedding-guests, a man of his own age, and himself the father of a number of unmarried girls, "I tell you, it is a solemn thing for us when our daughters marry and go away."

The squire assented, not altogether heartily.

"I suppose it is," he conceded; "but, I tell you, it is more solemn when they don't."—*Youth's Companion.*

The Great Divides

Reno.
The harem skirt.
The tariff wall.
The fool and his money.
Buda-Pest.
The pearly gates.
Mason and Dixon's line.
Jim Crow laws
and
The Rio Grande River.
—*Fort Worth Record.*

Complete Reform.—"My wife married me to reform me."

"Did she succeed?"

"Yes, thoroughly. I wouldn't marry again if I lived to be as old as Methuselah!"—*Puck.*

Explained.—"Have you ever noticed how a bum actor can get laughter and applause by using a cuss word?"

"Oh, yes. What's the reason?"

"I've found out, I think. The audience has been wanting to swear, but is too polite."—*Toledo Blade.*

Slow.—NELLE—"Is that fellow of yours ever going to get up the courage to propose?"

BELLE—"I guess not. He's like an hour-glass."

NELLE—"An hour-glass?"

BELLE—"Yes—the more time he gets, the less sand he has."—*Philadelphia Times.*

Wise Tommy.—TEACHER—"What change takes place when water freezes?"

TOMMY (innocently)—"A change in price, I guess."—*Harper's Weekly.*

A Loving Child.—PUPIL (to schoolmaster)—"Sir, would you mind taking great care how you draw up my report? My parents suffer dreadfully from nerves."—*Fliegende Blaetter.*

For All Time.—MRS. HIGHUPP—"The judge decreed that they should be separated, never to see each other again."

MRS. BLASÉ—"Are they?"

MRS. HIGHUPP—"Yes. They are living next door to each other in a New York apartment-house now."—*Puck.*

Perhaps You Will Like This Shape Better.

You may be one of the thousands who like my Panatela or you may be one of those who have never tried it because the Panatela is not your favorite shape for a cigar. To whichever class you belong, there is a possibility that you will like my new Club Special shape better. Anyway it will cost you nothing to try. I put the proposition up to you and take all the risk.

The Shivers Club Special is made of exactly the same quality of tobacco as the Shivers Panatela—the cigar that made my business a success. The Club Special is a hand made cigar 4¼ inches long, with a filler of real Cuban-Grown Havana tobacco. The wrapper of the Club Special is fine, filmy, genuine Sumatra. Like all my cigars it is made in my clean Philadelphia factory, by men cigarmakers, and sold at factory cost plus one profit only—the manufacturer's.

It may be that the full rich flavor which the larger burning surface gives the Club Special will suit your taste to perfection.

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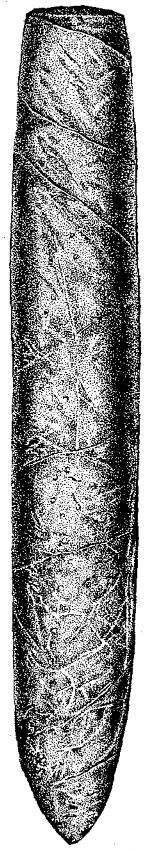
MY OFFER IS: I will, upon request, send fifty Shivers' Club Special Cigars to a reader of the Literary Digest, express prepaid. He may smoke ten of these cigars and return the remaining forty at my expense, if he is not pleased with them; if he is pleased with them, and keeps them, he agrees to remit the price, $2.50, within ten days. (This applies as well to my Panatela Cigar.)

If the proprietor of a cigar store gave you a handful of cigars and said, "Smoke these at my risk, and tell me what you think of them," you would do it, of course. I wish you would accept this offer of mine, too, as if it were a matter of course. It's a clean, straightforward offer without any hidden meaning or "joker" clause. Read it again.



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In any case where this shoe fails to do all that we claim for it, we will cheerfully refund the price, $7, and also the return express charges.

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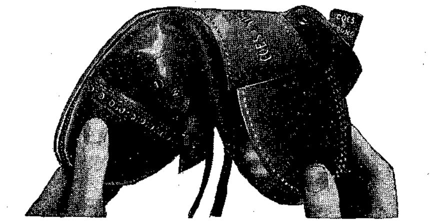

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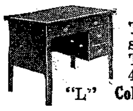

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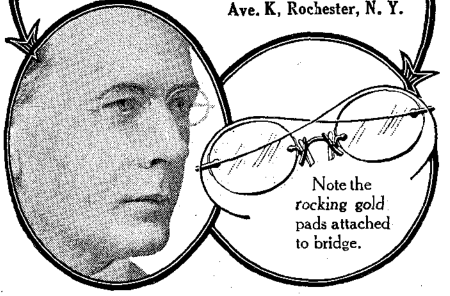


Note the rocking gold pads attached to bridge.

CURRENT EVENTS

Foreign

April 28.—El Paso is selected as the site for the Mexican peace conference. Judge Francisco Carbayal, of the Mexican Supreme Court, representing President Diaz.

Premier Asquith, at a meeting at the London Guildhall, presents a resolution welcoming the proposal of the United States in favor of unlimited arbitration. The resolution, seconded by Mr. Balfour, is passed unanimously.

April 29.—The gates of Canton, China, are closed because of the depredations of the rebels.

Another crusade against the introduction of American securities into the German market has been launched in connection with the project to list $4,000,000 4 per cent. first mortgage gold bonds of the Southern Pacific and San Francisco Terminal Railway on the Berlin Stock Exchange.

More than 1,000 Federal soldiers, loaded on 100 freight cars, are being rushed to Juarez.

April 30.—An attack on a Chinese provincial arsenal is repulsed with great slaughter of the rebel troops.

May 1.—The report that King Alfonso, of Spain, is suffering from tuberculosis, is again circulated in the foreign press.

President Taft's speech a week ago in New York, in which he advocated reciprocity with Canada, is the subject of discussion in the British House of Commons.

Six towns have been pillaged, and many persons killed in the revolt in Canton, China, and the West River country.

The Camorrist murder trial is resumed at Viterbo, Italy, after a week's interruption, due to the illness of a juror.

Vice-President Corral, of Mexico, who is now in Paris, denies his reputed criticism of America's course, and the actions of Americans, with regard to the revolution in his home country.

May 2.—Rebels annihilate a small force of Federals at Oates. An American and his wife are slain by Mexican outlaws in Sonora.

Former Mayor McClellan, of New York, witnesses the trial of the Camorra in Italy, and is recognized by several members of the society, who declare themselves innocent.

May 3.—An autograph letter written by Martin Luther is sold at Leipsic for $25,000.

President Bianchi is compelled to dismiss a session of the Camorrist trial because of the behavior of the prisoners and their accusers.

French troops arrive at Fez, Morocco, to relieve that city from a siege of rebel tribesmen.

Residents of Jerusalem mob a party of English archeologists who are accused of excavating under the Mosque of Omar and removing sacred relics, including the Ark of the Covenant.

May 4.—The steamer *Deutschland*, with the German Antarctic expedition, sails from Hamburg.

Domestic

WASHINGTON

April 28.—The Senate formally organizes by adopting the list of appointments to committees drawn up by the majority of both parties. The expected fight against the adoption of the lists threatened by the progressive Republicans does not develop.

The farmers' free list and Canadian reciprocity are attacked in the House by Representatives Moore, of Philadelphia, and Prince, of Illinois.

The determination of the Canadian Government that the reciprocity agreement be ratified is shown in Parliament when Premier Laurier announces his intention of remaining away from the imperial conference and the coronation, if necessary.

April 29.—Right of way is given the farmers' free list bill in the House by the Democrats.

Secretary MacVeagh asks the extra session of Congress to pass several bills affecting the administration of the Treasury which failed in the last session.

The report that Lloyd C. Griscom resigned the presidency of the New York County Republican Committee to re-enter the diplomatic service as Ambassador to Germany, is vigorously denied.

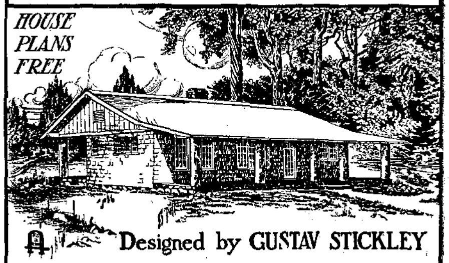
April 30.—With the third week of the extra session passed, the House is ready for the free list tariff bill, and the Senate slate is cleared of committee appointments.

May 1.—The Supreme Court sustains the right of the United States to exercise complete jurisdiction over forest reserves.

Annexation of Canada is a feature of the debate in the House on the farmers' free list bill.

The Senate Committee on Judiciary, by a vote of 7 to 5, agrees to report the House resolution for direct election of United States Senators.

"CRAFTSMAN"



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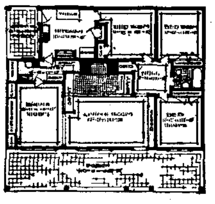

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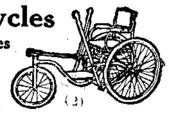

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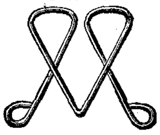

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The Los Angeles Investment Company plans using the funds in the erection of its fourteen story bank and office building, costing about $1,000,000.

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Los Angeles **California**

May 2.—The Senate Committee on Finance decides to devote the time until Saturday, May 13, to hearings on the Canadian reciprocity bill.

The Interstate Commerce Commission denies the application of several railways for relief from the operation of the long and short haul clause.

The debate on the free list bill in the House develops into a free-trade-protection argument.

May 3.—The Senate Committee on Audit and Control of the Contingent Fund reports favorably the La Follette resolution reopening the Lorimer case.

GENERAL

April 28.—Lloyd Griscom resigns as Republican chairman in New York.

April 29.—Seven persons are killed and fifty injured in a railroad wreck near Martin's Creek, N. J.

General Reyes visits Vice-President Corral in Spain before sailing for America.

April 30.—American Federation of Labor Officials formulate plans for the defense of the McNamara brothers, charged with dynamiting.

Governor Wilson's Western itinerary is made public.

Ohio legislative bribery charges, it is now clear, will be more far-reaching than supposed, and the arrest of a score of legislators is daily expected.

May 1.—Charles H. Hyde, New York's City Chamberlain, is indicted by the Grand Jury for bribery, the charge growing out of the Robin loan of $130,000 to the Carnegie Trust Company.

Charles F. Leach, formerly Collector of Customs at Cleveland, institutes a suit for $100,000 damages for libel against Secretary of the Treasury MacVeagh.

J. Pierpont Morgan pays $42,800 for "Le Morte d'Arthur," at the Hoe library sale. The book was printed at Westminster by Caxton, in 1485.

More than 200 policemen of Cleveland resign from the Forum Club to escape suspension by the Mayor.

May 2.—James H. Preston is elected Mayor of Baltimore on the Democratic ticket.

City Chamberlain Hyde resigns and issues a statement charging conspiracy against the Gaynor administration. He is held in $7,500 bail.

May 3.—Mayor Gaynor accepts Chamberlain Hyde's resignation, at the same time expressing belief in that official's innocence.

Three Ohio State Senators, two Representatives, and the sergeant at arms of the Senate are indicted for soliciting and accepting bribes.

The Massachusetts Senate defeats the proposed income tax amendment to the United States Constitution by one vote.

FIFTY YEARS AGO

May 13.—A Union convention assembles at Wheeling, Va.

May 14.—The Postmaster General annuls the contract for carrying the mails between St. Louis and Memphis, owing to the forcible stoppage of steamers.

May 15.—A proclamation of neutrality with respect to the War between the States is issued by Queen Victoria.

May 16.—Brigadier-Generals Butler and McClellan are appointed Major-Generals.

May 17.—A submarine boat, supposed to be owned by the Confederates, is captured at Philadelphia.

May 18.—Arkansas is admitted to the Southern Confederacy.

May 19.—The Federal steamers, *Freeborn* and *Monticello*, exchange shots with a Confederate battery at Sewall's Point, Va., and the *Freeborn* captures two schooners with Confederate troops in the Potomac.

May 20.—The North Carolina State Convention passes an ordinance of secession.

Governor Magoffin, of Kentucky, issues a proclamation of neutrality.

Just in Time.—THE FRIEND—"I suppose it was hard to lose your daughter?"

THE FATHER—"Well, it did seem as if it would be at one time, but she landed this fellow just as we were beginning to give up hope."—*Christian Intelligencer.*

The Grand Canyon of the

Yellowstone

The years drop away and one grows young in Yellowstone Park. In this vast Rocky Mountain domain of 3,312 square miles, at an average elevation of 7,500 feet, are canyons, cataracts, geysers, hot springs—a store house of wonders and curiosities. No better place in all the world could be found to commune with nature, rest the mind and rejuvenate the body.

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Five up-to-date hotels, including rustic Old Faithful Inn, and for this season the magnificent new Grand Canyon Hotel, outdoing the most famous resort places in its superb location, complete appointments and service.

Low Summer Tourist Fares

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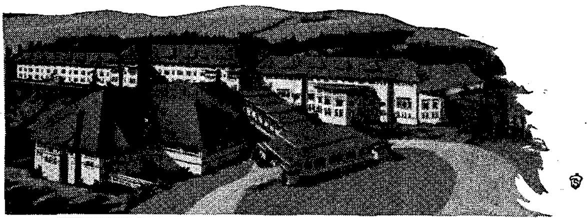
Annual Rose Festival, Portland, June 5-10, 1911. Special Fares in effect May 29, 30 and 31. Return limit July 31. Other selling dates for special tickets are: June 5, 6, 10 to 22; June 27 to July 5, account Int'l Sunday School Assn. and Nat'l Educational Assn. meetings in San Francisco and Christian Church Convention in Portland. Full particulars on request, with illustrated literature telling of the trip over the "Scenic Highway through the Land of Fortune." Send 6c in stamps for "Through Wonderland" and "Yellowstone Park Hotels."

Northern Pacific Railway

A. M. CLELAND, General Passenger Agent, St. Paul

The New Grand Canyon Hotel



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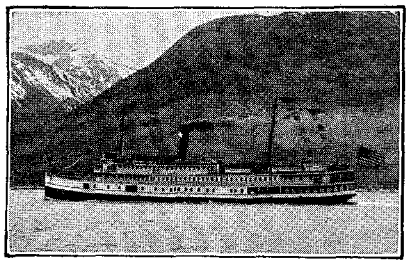

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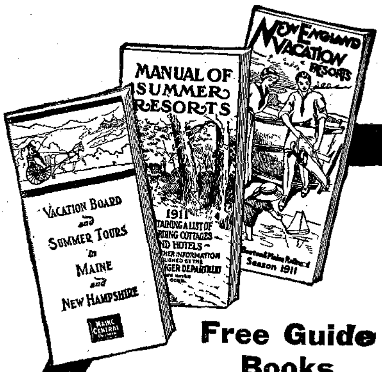
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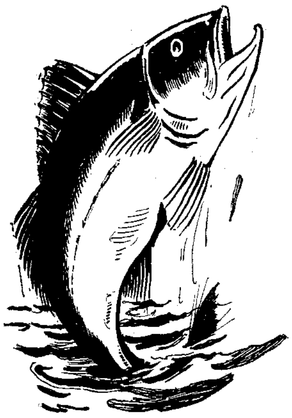

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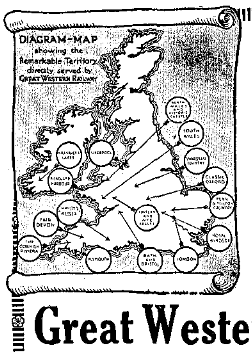
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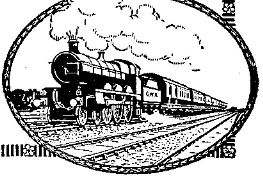

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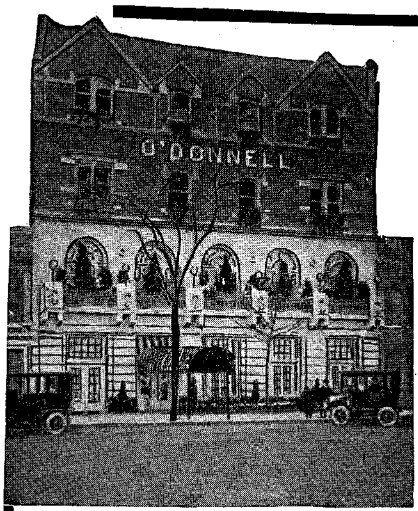

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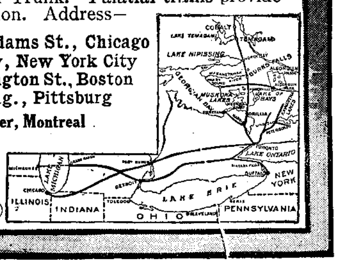

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In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Queries referred to this department will be answered only in the printed column, and, owing to limited space, will be selected with a view to general interest.

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The pronunciation of these words is as follows: hi′bra-izm (*i* as in *machine*); ar-is″to-biu′lus (*u* as in *feud*); fi-lis′tin.

"J. E. M.," New Orleans, La.—"Please explain the meaning of the word 'gradus-epithet' in the following quotation from Saintsbury's 'Short History of English Literature': '[This] piece (Rape of the Lock) in which no fault can be found except in the frequency of the *gradus-epithet*.'"

The term "gradus" is defined by the STANDARD DICTIONARY as "a dictionary of quantities in prosody, to aid pupils in making Latin verse." Its use in the combination "gradus-epithet" in the connection here given is probably due to a criticism of a too frequent use of phrases that indicate a lack of precision, such as might be selected in much the same way as Latin scholars refer to the gradus in order to fill a metrical blank without due regard to the fitness of the phrase so chosen.

"J. E. R.," Brooklyn, N. Y.—"Please explain the construction of the word 'here' in the two following sentences: 'I stand here.' 'I am here.' Could it be considered an adjective in the second sentence?"

The word "here" as used in both sentences is an adverb complement. Fernald's "Working Grammar of the English Language" gives the rule that "an intransitive verb may take an adverb as a complement to complete the sense; as, The man is *here*. The letter is *there*."

"J. C. B.," Sioux Falls, S. Dak.—"Please state whether 'affecting' or 'effecting' is the proper word to use in the following notice: 'You are hereby notified that a petition has been filed in this office affecting the boundary lines of school district No. ——.'"

"Affecting" is the correct word, used in the sense of acting upon or changing. This meaning may be clearly seen in the derivation of the word from the Latin *afficio*, to influence. The word "effecting" conveys the idea of accomplishing or achieving, and is not suitable in this instance.

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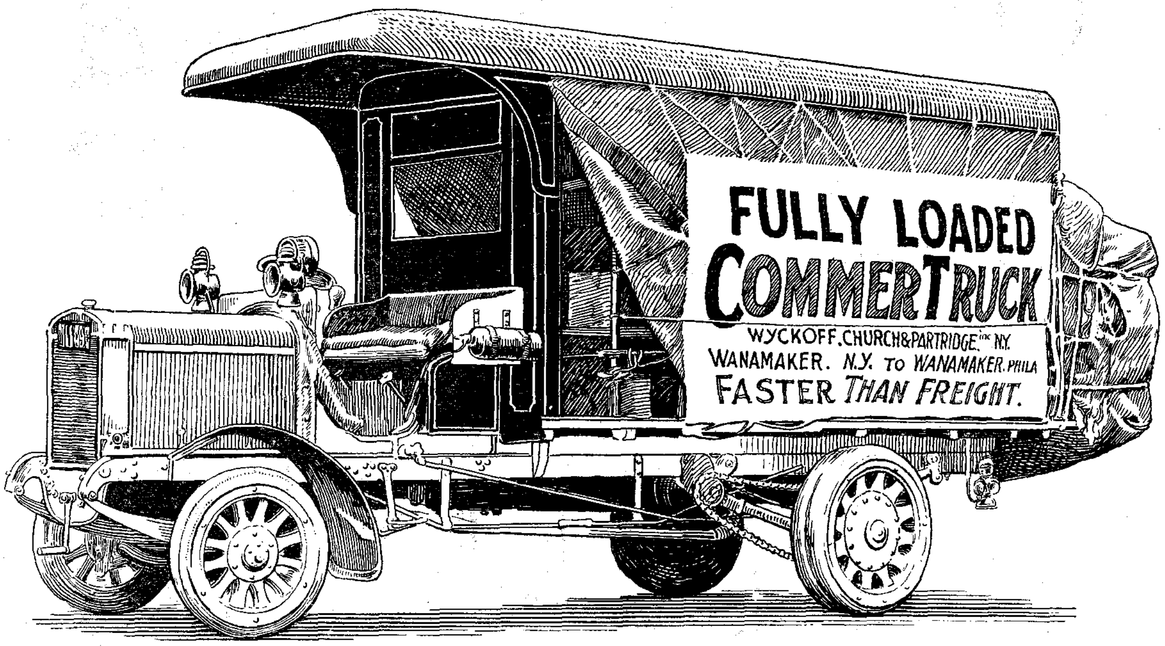
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On the night of April 6th John Wanamaker's New York store put a 4-ton load on the above 4½-ton Commer Truck. The load included a piano, furniture, marble slabs and general merchandise.

At 3.55 a.m. on the morning of April 7th this Commer Truck left the Wyckoff, Church & Partridge New York City Building carrying the 4-ton load and six men. Without strained effort or stunt driving it went from our headquarters in New York to John Wanamaker's, Philadelphia, in 7 hours and 35 minutes—this time including ferry delays of 35 minutes.

After unloading at Philadelphia, another load of over three tons was put on the truck for the return trip. The six men also returned on the truck. The return trip was made in just seven hours. Now here comes the almost unbelievable part. The cost of that entire trip was:

Driver ($20.00 a week)—Day's work plus 5 hours at time and one-half extra	$6.16
40 Gallons gasoline at 11c. per gallon	4.40
Three pints lubricating oil	.20
Grease	.20
Maintenance 4c. a mile (based on maintenance contract)	8.80
Tires 7c. a mile (based on manufacturer's guarantee)	15.40
Insurance at 50c. per day (approx. $150 per annum)	.50
Depreciation 3c. a mile (based on proved records)	6.60
	$42.26

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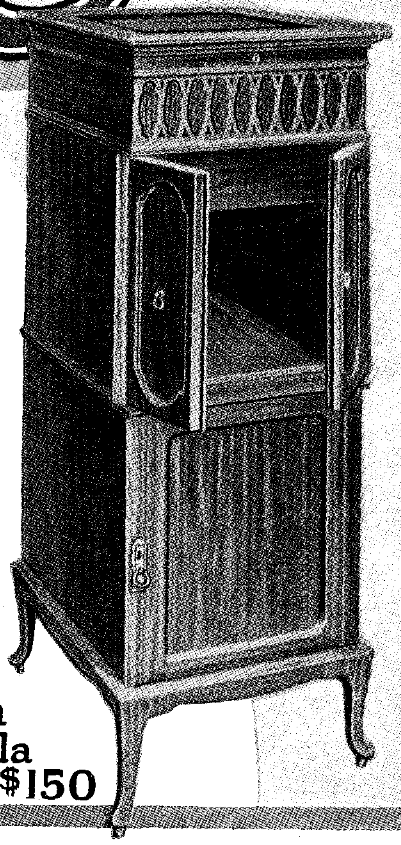

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